

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

-9 FEB 1949)

Date of writing Report 8th February, 1949. When handed in at Local Office 8th February, 1949. Port of TORQUAY.No. in Survey held at DARTMOUTH Date. First Survey 31. 1. 49. Last Survey 5th February 1949.
Reg. Book. (No. of Visits Five)95502 on the Machinery of the ~~Vandixen~~ Steel"POLURRIAN"Tonnage { Gross 328
Net 149Nominal Horse Power 105 MWNo. of Main Boilers ---No. of Donkey Boilers ---Steam Pressure ---in Main Boilers ---in Donkey Boilers ---Vessel built at DartmouthBy whom Philip & Son Ltd.When 1948 7Engines made at ManchesterBy whom Crossley Bros. Ltd.When do.Boilers, when made (Main) ---(Donkey) ---Owners Coastal Freighters Ltd.,

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port Dartmouth

Voyage

If Surveyed Afloat or in Dry Dock Afloat, Dartmouth

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A.1.		+ L.M.C. 7,48
Oil Engine.		O.G.

Last Report No. --- Port ---Particulars of Examination and Repairs (if any) Repairs.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

If not, state for what reasons --- What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

This vessel arrived at Dartmouth for alterations to hand steering gear and an opportunity was taken for investigating in conjunction with Crossley's expert the various troubles which were stated to have been experienced.

1. Excessive Lubricating oil consumption. All Main Engine cylinders opened out and pistons and rings examined and found to be excessively carbonised and some piston rings stuck. Exhaust and scavenge ports and valves excessively dirty.

2. Main Engine circulating pump hammering badly. Pump opened out, seen by Crossley's expert and stated to be in order. With other work at Plymouth I was not able to see this pump without delaying the vessel.

It appears that these engines have been run with the circulating pump delivering water full bore and at a very low temperature and the New Chief Engineer has been instructed to run the engines at the temperature recommended by Crossley's.

3. Auxiliary Air Compressor stated to be unable to keep the air receiver charged. Air compressor opened out and examined. Pistons found with most of rings missing and inlet and discharge valves rusted up. Piston rings renewed and valves cleaned.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., PD, &c.) CS 2,34.

The machinery of this vessel, as far as now seen, is in an efficient condition and eligible in my opinion to remain as classed with fresh record of L.M.C. (C.S.) with date.

Survey Fee (per Section 29) £ : :

Fees applied for

Special Damage or Repair Fee (if any) £ : :
(per Section 29.)

Received by me,

Travelling expenses (if chargeable) £ : :

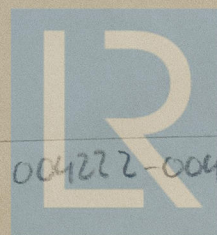
Committee's Minute

Assigned

TUES. 15 MAR 1949

As now, subject

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.



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004222-004224-0034

Insert Character of Ship and Machinery precisely as in the Register Book.

P.T.O.

Is a Certificate required? If so, to be sent to

All Main & Auxiliary machinery tried at full power at sea and found satisfactory.

The Owners ask that the above examinations may count towards the C.S.

John H. Harrison



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