

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 WITH FREEBOARD 1.52 S.S. SHL. - 11.48 CARGO BATTENS NOT FITTED		+LMC 11.48 B.S. 6.51 C.L.N. 1.50



11387-004392-0285 1/4



Port, centre & starboard. bulks examined internally & externally together with mountings, manholes, doors & fastenings. Safety valves afterwards adjusted under steam to pressure stated.

A selected number of main & aux. steam pipes removed & examined & tested by hydraulic pressure to double the working pressure.

A general examination made of all valves, tanks, pipes, oil discharge pipes between pumps & furnaces & deck control gear in connection with the oil fuel & steam smothering installation & the installations tested under working conditions.

### Now done for Electrical Survey.

The electrical installation generally examined & tested under working conditions.

The fittings on all main & sub. distribution switchboards & boxes examined.

The electric cables examined as far as practicable.

A test made on the generators, cables, fittings etc & the insulation resistance found not to be less than 100,000 ohms.

Driving engine generators tested.

### Permanent repairs now done (over & ten)

#### Main Engine

H.P. bottom end bearings re-metalled.

#### Attached Pumps

One feed pump ram renewed.

One feed pump ram & 2 bilge pump rams machined.

Neck & gland bushes renewed.

Cis pump bucket rod machined.

Neck & gland bushes renewed.

#### Independent circulating pump

#### Steam driving engine

Valve spindle & piston rings renewed.

#### Pump

Impeller shaft renewed & bearings re-metalled.

#### Ballast Pump

Piston & bucket rings renewed.

#### Main Condenser

All tubes renewed & 1 stay renewed between tube plates.

Condenser afterwards tested & found satisfactory.

#### Aux. Condenser

60 tubes renewed.

Condenser afterwards tested & found satisfactory.

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NEWCASTLE-ON-TYNE.

Continued:-



Inboard independent feed pump.

Water end line renewed.

Leather seat fitted to inboard valve chamber.

Steam & water piston rings renewed.

Outboard independent feed pump.

Piston & crank rods machined & necks & gland bushes renewed.

Steam & water piston rings renewed.

Fan engine

Piston rod & valve spindle renewed.

Steering engine

Bearings adjusted.

Inboard dynamo engine.

Piston rod renewed.

Piston valve & valve spindle renewed.

Outboard dynamo engine.

Piston & rod renewed.

Piston valve & valve spindle renewed.

Bottom end bearing reinstalled.

Port, center & stowed boilers

Minor repair effected to mountings.

Center boiler

Lower stowed, manhole built up with E.W. where wanted.

Blow down valve reoriented to shell.

Stowed boiler

Main check valve chest reoriented to shell.

Main stop valve seat renewed.

Electrical

Defective insulation in circuits in machinery space, aft accommodation, saloon, Engineer's accommodation & navigation light circuits made good.

Alterations

Grinding electric wiring on steel bulkheads where oil fuel is now carried & in way of alterations in connection with the oil burning conversion, renewed & fitted in accordance with Rule Requirements.

Damage - stated to have been sustained in consequence of the vessel's propeller striking an unknown object on the 7/52 whilst on a voyage from River Plate to Victoria.

Found.

Working bronze propeller blade tips torn & buckled.

Permanent repairs now done.

Vessel placed in dry docks.

Prop shaft (C.L.) withdrawn & examined & tested in lathe & found satisfactory. Stem bush examined & found in order.

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Continued:-



Spare four bladed cast iron propeller now fitted to screw shaft.

Thrust blocks opened out & examined & found satisfactory. Now done for Oil Burning Conversion.

Port, centre & stbd. boiler furnace fronts modified & Green oil burning equipment fitted (Welland Howard Patent Pressure System).

Oil duplex fuel unit & transfer pump fitted to stbd hold together with hand lighting up set & observation tank.

Pipe arrangements fitted in accordance with plans forwarded to London, amended & approved 14/8/52.

Existing general service pump, disconnected from boiler, fresh water tanks etc & new harbour feed pump fitted to port side of engine room to take these connections.

Oil bilge line connected to existing transfer pump. Turbulo type oily water separator fitted to port side of engine room on lower deck. Water discharge from separator led to overboard discharge valve port side of engine room.

Steam heating coils fitted to fuel oil tanks in accordance with approved plan & Rule Requirements.

Steam smothering fire extinguishing piping fitted in way of boiler, oil fuel unit, transfer pump & oily water separator. Oil control valves, oil fuel unit & fire extinguishing control valves fitted with extended spindles worked from deck. Fuel tank valve fitted with extended spindle to deck. Quick closing valve fitted to hot oil supply pipes on boiler.

All existing lead pipe & bends in engine & boiler rooms removed & replaced with steel pipes.

Cast iron bilge pipes through oil fuel deep tanks replaced with steel pipes & non-return valves fitted on hold side of oil fuel tanks forward bulkhead.

Oil high pressure lines hydraulically tested in place to 400 lb/sq. & oil feeding & suction lines hydraulically tested to 50 lb/sq. all found satisfactory.

Installation & fire extinguishing apparatus tried under working conditions on completion & found satisfactory.

Copies of the following plans attached:—

Diagrammatic arrangement of oil fuel installation.

Oil fuel pipe arrangement sheet 1 & sheet 2.

Fly to oil fuel pipe arrangement showing Turbulo oily water separator in lower deck.

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