

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 7 - APR 1952)

Date of writing Report 18. 3. 1952. When handed in at Local Office 18. 3. 1952. Port of DUBAN.
 No. in Survey held at DUBAN. Date, First Survey 16. 11. 51. Last Survey 7th March, 1952.
 Reg. Book. 05487 on the Machinery of the Wood, Iron or Steel Steam Whaler "CHARLES WHYTECK".

Tonnage { Gross 223 Vessel built at Middlesbrough By whom Smith's Dock Co. Ltd. Year 1924 Month 2
 Net 81 Engines made at Middlesbrough By whom Smith's Dock Co. Ltd. When 1924
 Nominal Horse Power - Boilers, when made (Main) 1924 (Donkey) -
 No. of Main Boilers 1 Owners The Union Whaling Co. Ltd. Owners' Address -
 No. of Donkey Boilers - Managers A.E. Larsen Port Durban Voyage -
 Steam Pressure - In Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Durban
 In Donkey Boilers - (State Name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S., T.S. AND REPAIRS.

(Periodical Surveys, when held, must be reported in detail and serialim 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? YES

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

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 7. 3. 52.

Did the Surveyor examine the Safety Valves of the Main Boiler? YES

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

Did the Surveyor examine all the mountings of the Main Boilers? YES

Has screw shaft now been drawn and examined? YES Is it fitted with continuous liner? NO

Has shaft now been changed? YES If so, state reasons Liner opened at joint and shaft in way badly grooved.

Has the shaft now fitted been previously used? NO Has it a continuous liner? YES

State date of examination of Screw Shaft 29. 2. 52. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Is electric light and/or power fitted?

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

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?

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

Vessel placed on a floating dock, propeller, stern bush, screwshaft, sea valves and connections examined.

The main boiler examined throughout, together with manholes, mountings, doors and fastenings.

REPAIRS.

Tailshaft drawn inboard and liner on shaft found open at joint in centre and shaft in way grooved.

Aft liner found slack and shaft corroded.

New tailshaft liner made and fitted to new tailshaft, liner cast in two sections and joined by fusion weld, the full thickness of liner.

On completion, liner tested hydraulically for porosity, and afterwards shrunk on shaft.

Stern bush rewooded.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in safe

(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, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., etc.)

Working order and eligible in my opinion to remain as classed with fresh record of Tailshaft

now seen C.L. (N) 3,52 and B.S. 3,52 when the boiler has been examined under steam and its

safety valves adjusted.

Survey Fee (per Section 29) BS TS & Rps. £18: 8: -.

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

Travelling expenses (if chargeable) £: 16: 6.

Committee's Minute

Assigned

Deferred for comp. Blrs.

S(N) 2,52

TUES. 6 MAY 1952

Fees applied for 10. 3. 1952.

Received by me, 19.

Engineer Surveyor to Lloyd's Register of Shipping.

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004440-004449-0189

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

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

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MARKINGS ON TAILSHAFT.

E. S. C. LTD.

BH 73458 BH LLOYDS 9.9.48.

TO COMPLETE B.S.

Boiler to be examined under steam and its safety valves to be adjusted.

Oil fuel installations to be examined under working conditions and fire appliances to be examined.



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