

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

No. 74046

(Received at London Office

JUN 1949

Date of writing Report 21-5-1949 When handed in at Local Office 30 MAY 1949 19 49 Port of Glasgow
 No. in Reg. Book 49558 Survey held at Glasgow Date. First Survey 14-1-49 Last Survey 3-5-1949
 on the Machinery of the Wood, Iron or Steel S.S. "WAVE MONARCH" (No. of Visits 22)

Tonnage { Gross 8159 Vessel built at Glasgow By whom Harland & Wolff Ltd Year. Month. 1944
 Net 4545 Engines made at Glasgow By whom Barclay, Curle & Co Ltd When 1944
 Nominal Horse Power ✓ Boilers, when made (Main) 1944 (Donkey) 1
 No. of Main Boilers ✓ Owners The Admiralty Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers London Port London Voyage
 Steam Pressure ✓ in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both: Elderlie Dry Dock
 in Donkey Boilers ✓ (State name of Dock.) Afloat: Stobcross Quay & Queens Dock

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & LMC

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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 ✓

as 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

" " Donkey " " " YES

not, state for what reasons. ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

That 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 P.S.M.B. 29-4-49. P.D.B. 24-4-49 S.D.B. 26-4-49

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

To what pressure were they afterwards adjusted under steam? 660 lb (450 SPT)

Did the Surveyor examine the Safety Valves of the Donkey Boilers? YES

To what pressure were they afterwards adjusted under steam? 180 lb/n

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

and of the Donkey Boilers? YES

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? YES

and of the Donkey Boilers? YES

Has the screw shaft now been drawn and examined? No

Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓

Has the 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 5/32

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Yes

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

WORK DONE:-

DOCKING:- Vessel placed in Dry Dock, propeller, aft end stern tube, under water fastenings, valves & sea cocks examined & found or placed in good condition

REPAIRS:- Minor repairs effected to valves & sea cocks.

The burner's Representative stated that he did not wish to draw the screw shaft at this time. The screw shaft had been drawn & examined in January 1948 by British Corporation Surveyor.

S:- The following machinery parts examined & found or placed in good condition. The main engine HP ahead & P ahead & astern turbines, with top & bottom half casings, rotors, bearings, journals & gearing. The thrust block & shaft, intermediate shafting & bearings & main condenser (tested).

Auxiliary Machinery:- The two turbo fuel pumps & the two extraction pumps, the main & auxiliary oil fuel units, oil fuel transfer pump, the two lubricating oil pumps, the two auxiliary water feed pumps, main circulating pump, blast pump, bilge pump, auxiliary circulating pump, general service pump, evaporator, auxiliary condenser for

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as now seen is in safe & efficient condition (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., FD, &c.)

Legible in our opinion to be classed in the Society Register Book with record of LMC 5.49 & notation fitted for 6cl steel above 150°F.

Fee (per Section 29) Classification & LMC £ 40 : 0 : 0
 Damage or Repair Fee (if any) LMC £ 31 : 10 : 0
 (per Section 29) Electrical £ 8 : 8 : 0
 LATE ATTENDANCE & EXPENSES (if chargeable) £ 8 : 8 : 0

Fees applied for

31 MAY 1949

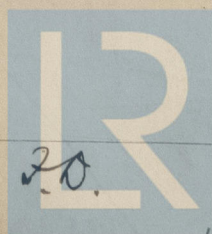
Received by me,

J. Blayney & B. Haffner
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 31 MAY 1949Signed LMC 5.49

Fitted for oil fuel I.P. above 150°F

2 WTB 460 lb. (Spt. 450 lb)
2 SB 180 lb



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Lloyd's Register Foundation

004653-004661-004673

Glasgow.

S.S. WAVE MONARCH.

M.S. & pumping arrangements. The two main & auxiliary fan engines & the two steam generator engines in their entirety, also the forward pump room oil fuel transfer pump & bilge pump. All steam pipes 3" bore & over were examined & found satisfactory.

REPAIRS:- MAIN ENGINE:- H.P. TURBINE:- This unit was removed ashore to Messrs Yarrow & Co Ltd. The bottom half casing found fractured in four places at forward end, the fractures were cut out & electrically welded. The casing was afterwards crack detected & found satisfactory. All the fourth stage & the first & second rows of the fifth stage in rotor, top & bottom half casings rebladed & the rotor balanced.

L.P. TURBINE:- The L.P. ahead & astern rotor removed ashore to Messrs Yarrow & Co Ltd. The first row of the astern blading removed & rotor balanced.

All resilient chocks were removed from the H.P. & L.P. turbines & new solid chocks fitted. The H.P. & L.P. turbines realigned, alignment checked & found satisfactory.

On the Owner's initiative the after intermediate shafting Mitchell bearing was replaced by a ^{rock} plummer type bearing.

AUXILIARY MACHINERY:- Ballast Pump:- Forward bucket rod machined & new neck ring fitted.

Port & Starboard Main Fan Engines:- Piston rods & valve spindles machined & new neck rings fitted.

Port & Starboard Auxiliary Fan Engines:- Piston valves renewed, piston rods machined & new neck rings fitted.

Main Circulating Pump:- Impeller shaft found badly worn in way of packing, shaft now renewed, steam engine piston rod machined & new neck ring fitted.

Bilge Pump:- New liners fitted to water end.

Evaporator:- On Owner's initiative a new upper shell fitted to evaporator, tested to 50 lb/sq. in. & found in order.

Lubricating Oil Pumps:- Cylinders bored out & new pistons fitted.

Auxiliary Circulating Pump:- Complete new water end fitted.

General Service Pump:- Complete new water end fitted.

Auxiliary Condenser:- All tubes removed, cleaned & renewed as required, condenser tested & found satisfactory.

Starboard Steam Generator Engine:- New piston fitted, piston rod machined & new neck ring fitted.

Port Steam Generator Engine:- New piston fitted, piston rod machined & new neck ring fitted. Column between crankcase & cylinder block found fractured now renewed.

M.B.S. The port & starboard main boilers examined internally & externally with mountings, fastenings, safety valves & superheater elements & found or placed in good condition.

The safety valves of both boilers adjusted under steam.

REPAIRS:- Safety valve seats & lifts machined & other minor repairs effected to mountings.

At this time the steam drums of both boilers were drilled & forged steel connections for "Igama" water indicator fitted. The connections were tested to 1050 lb/sq. in. The connections were screwed through the steam drums with a vanishing thread & braded over on the inside. These connections were blanked off until the other fittings for the "Igama" water indicator are delivered to the vessel.

D.B.S. The port & starboard donkey boilers examined internally & externally with mountings, fastenings & safety valves & found or placed in good condition.

The safety valves of both boilers adjusted under steam.

Glasgow.

S.S. "WAVE MONARCH."

D.B.S. REPAIRS:-

PORT BOILER:- Bottom double shut off cock & auxiliary feed check valve chest rejointed to shell & other minor repairs effected to mountings

STARBOARD BOILER:- Bottom double shut off cock, steam & auxiliary feed check valve chests rejointed to shell & other minor repairs effected to mountings.

WINDLASS:- The windlass examined in its entirety & found or placed in good condition

REPAIRS:- New bottom end bearings fitted

STEERING GEAR:- The steering gear steam engine examined in its entirety & found or placed in good condition

REPAIRS:- Crankshaft machined & new chest collars fitted, new main bearing & bottom end bearings fitted.

On completion of repairs the main, auxiliary machinery & boilers were tried under working conditions & found satisfactory

J.B.G.

ELECTRICAL EQUIPMENT:- A Special Survey of the electrical equipment carried out. The installation examined and tested and the following repairs effected:-
Generators, motors, switchboard and control gear overhauled.

Engine and Boiler Rooms partly rewired

Lucy Canal Projector cable permanently installed

All fuse boxes and fittings overhauled.

Numerous minor repairs to circuits.

On completion of repairs, all circuits examined, I.R. tests made and the installation seen under working conditions. All found satisfactory.

B. Claffier.