

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

DISCLOSED SECTION No.

STATION No. 2154

Date of writing Report 21.6.54

When handed in at Local Office

(Received at London Office)

Port of GIBRALTAR

Survey held at GIBRALTAR

Date First Survey 21.5.54 Last Survey 17.6.54

(No. of Visits 3)

23288 on the Machinery of the ~~Wood, Iron or Steel~~ T.W.Sc Motorship "PLYMSTOCK"

Tonnage (Gross 204 Net 149)  
 MN As Per Rule 144  
 No. of Main Boilers -  
 HS " " -  
 No. of Donkey Boilers -  
 Steam Pressure -  
 in Main Boilers -  
 in Donkey Boilers -

Vessel built at Zalt-Bommel. By whom J. Meyer's S.B. Co. When 1929 12  
 Engines made at (New) Glasgow. By whom The Bergius Company Ltd. When 1954.  
 Boilers, when made (Main) (Donkey) -  
 Owners Dayaram Tirthdas. Owners' Address -  
 (if not already recorded in Appendix to Register Book.)  
 Managers - Port Plymouth Voyage Gibraltar  
 If Surveyed Afloat or in Dry Dock Afloat at Gibraltar. Home Trade.

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

HULL MACHINERY

Last Report No. 126017 Port Lon.

## Particulars of Examination and Repairs (if any) New engines fitted.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, 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.

Class expunged with a red line

ss apl - 2.51(52)

10,53

oil Eng

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

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

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? No. Has it a continuous liner? No. Is an approved oil retaining appliance fitted at the after end? No.

Has shaft now been changed? Yes. If so, state reasons. New shafts fitted. Have the shafts now fitted been previously used? No. Have they a continuous liner? No.

Is an approved oil retaining appliance fitted at the after end? No. State date of examination of Screw Shaft

stern bush. Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes.

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Ship to be drydocked for survey of propellers, tailshafts, and stern fittings.

Survey held at request of the Charterers to examine the new main engines under working conditions.

Upon examination I found and report as follows:-

### FOUND.

Existing four cylinder "BRONS" main engine together with propeller and shafting removed from the ship.

Engine seating extended and two new standard "KELVIN", 4S.C.SA. six cylinder solid injection diesel engines, each rated at 132 BHP, and complete with reverse reduction gear, now installed. Cylinders are 6" diameter by 9" stroke. The reverse reduction gear gives a propeller speed of 370 R.P.M. at 750 R.P.M. maximum engine speed. The engines are arranged for electric or hand starting. The exhaust connection on the ship's side from each unit is placed well above the load line, and the silencer has been raised above each engine by means of an extended stand pipe. Diameter of the intermediate shaft is 3". Diameter of solid bronze propeller shaft is 3.5". Each bronze propeller is 45" diameter and has three blades.

(P.T.O.)

## 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, etc.)

This report is submitted for the information of the Committee.

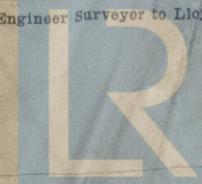
Survey Fee (per Section 23) £ : : Fees applied for, 19  
 Special Damage or Repair Fee (if any) £ : : Received by me, 19  
 (per Section 23.)  
 Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned

Noted

W. T. Cromby  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

004745-004754

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

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

TW.Sc.M.V. "PLYMSTOCK" - Cont'd

Full speed trials were carried out in Gibraltar Bay, with ship in loaded condition, when an estimated speed of 9 knots was obtained. The Port and Starboard engines were found to work ahead and astern and manoeuvre satisfactorily without any vibration. A belt driven bilge pump is attached to each engine was found to operate satisfactorily.

Electric Light. 5 Kw. 110 Volt Generator belt driven by single cylinder 7 H.P. "Widdop" oil engine. Switch board is mounted on the steel bulkhead at the fore end of the engine room, 7 ft above the engine room floor level. All lighting connections found in good order when tested.

*W. Hervey*  
SURVEYOR.

*Noted  
14-11-55*



© 2020

Lloyd's Register  
Foundation