

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

(Received at London Office)

Number 19 46 When handed in at Local Office 19 Port of KINGSTON, JAMAICA, B.W.I.
 KINGSTON, JAMAICA, B.W.I. Date, First Survey 7.3.46 Last Survey 31st October 1946
 Material of the Hull, Iron or Steel S.S. "BLACK BEAR" & "Xarifa" (No. of Visits Twenty)
 Vessel built at E. Cowes By whom J. Samuel White & Co. Ltd. When 1930 7
 Engines made at E. Cowes By whom J. Samuel White & Co. Ltd. When 1930
 Boilers, when made (Main) 1930 (Donkey) 1930
 Owners Rayal B. Bodden Owners' Address Georgetown, Cayman Islands.
 (if not already recorded in Appendix to Register Book.)
 Managers Cayman Islands Motor Boat Co. Ltd. Port Georgetown, C.I. Voyage
 If Surveyed Afloat or in Dry Dock (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port

Examination and Repairs (if any)

be reported in detail and serially in the terms of the Rules. State clearly the detail, the nature and extent of Examinations and subsequent Repairs. Repairs on which must be stated should be separated from Repairs due to other causes; and of the report, should be briefly summarised at the end of the report. State also the respecting this case.

Surveyor has not made a special damage report he is required to state whether he this purpose, and why they were declined.

by anyone else? If so, by whom?

Inside each Main Boiler separately and make a thorough examination at this time?

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)
+100A1 in 4R		
Class Contemplated.		
5.39		+Line 6.39
S.S. Son No 2-39		PS 6.37
Revised for 11.7.30		5.5638
FP above 150°F		

Examined?

tion, were adopted by the }
 those parts of each Boiler? }

Present condition of funnel (X) Good.

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

Stenings of the Main Boilers?

, and of the Donkey Boilers?

Boilers?

, and of the Donkey Boilers?

Main Boilers?

, and of the Donkey Boilers?

lined? No

Is it fitted with continuous liner? Not seen

Is an approved appliance fitted at the after end of } No
the shaft to permit of it being efficiently lubricated? }

If so, state reasons.

ously used? Yes

Has it a continuous liner? -

Is an approved appliance fitted at the after end of } -
the shaft to permit of it being efficiently lubricated? }

te of examination or Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

request was received from the Owner to have the Machinery Reclassed. The vessel has the following items of machinery on board:- Two Main Engines Triple Expansion, 3 Cyl. 11 $\frac{1}{2}$ ", 18" and 29", stroke One Scotch Boiler 3 C.F. with working pressure 180 lbs. per sq. in.. One Cochran donkey boiler working pressure of 100 lbs. per sq. in.. Two oil fuel units by J.S. White. Two Weir's feed pumps. Rotary circulating pumps. Two air pumps off main engines. Four bilge pumps off main engines. One al service pump (duplex) by A.F. MUMFORD & CO. LTD., Colchester. One fresh water pump (duplex) by MUMFORD & CO. LTD.. One deck service pump (duplex) by A.F. MUMFORD & CO. LTD.. Generator engines, two SISSON & CO. LTD., Colchester, with reference Nos. E2991 and E2992. Generators, two 110 volt, W.. 145/89 Amps., Revs. 650, Nos. 55059 and 55060, made in 1929 by Laurence Scott, Electro Motors, Norwich and Manchester. Reversing gears, two, by Brown & Co. Ltd., Edinburgh. Distilling plant

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, B.S. 9,11, B.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

Record of *LMC 10,46 be made in the Register Book in the case of this vessel, subject to spare pads being provided at the first opportunity.

Fee (per Section 29)

£ 3 : 0 : 0

Fees applied for

Damage or Repair Fee (if any)

£ 21 : 0 : 0

31.10. 1946

(per Section 29.)

ing expenses (if chargeable)

£ : : :

Received by me,

31.10. 1946

Committee's Minute

MAY 2 MAY 1947

Signed

See Reg. 254.3

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005082-005088-0124

with two electrically driven pumps by Haden, Trobridge (Not in use). Evaporator was John Kirkaloy, London (pump removed and not in use). Oil transfer pump (dup. CO. LTD.). Steering gear, telemotor electric hydraulic, motor 110 volts, 42 A. shunt, Revs. 600, rating $\frac{1}{2}$ hr. No. 54914, made 1929 by Laurence Scott, Electric and Manchester. Windlass electric by Laurence Scott. The following parts were all found or put in good order:- PORT AND STARBOARD MAIN ENGINES:- All cylinders, pistons, piston rings, piston rods, top end bearings, guides, crossheads, connecting end bearings and bolts, crank pins, crank shaft journals and webs, thrusts, intermediate shafts, valves and valve gear, air pumps, bilge pumps, the condenser gear. The main condensers were tested. AUXILIARIES:- Port and starboard oil. Oil transfer pump complete. Starboard feed pump complete. General service pump engines complete. Starboard generator engine governor gear, one bottom end bearing. Settling tanks. Spare gear. REPAIRS EFFECTED: PORT MAIN ENGINE:- The suction bilge pump was found to be leaking and it was repaired. STARBOARD MAIN ENGINE:- to the forward bilge pump was found to be leaking and it was repaired. PORT CIRCULATING PUMP:- Impeller shaft trued up and Lignum Vitae bushes renewed. Bottom piston and piston rings renewed. STARBOARD CIRCULATING PUMP:- Impeller shaft Lignum Vitae bushes renewed. Piston and piston rings renewed. Piston rings renewed. GENERAL SERVICE PUMP:- Water end casting repaired by brazing. PORT GENERATOR:- Armature removed and connections to commutator shaft built up by welding and trued up where worn in way of the commutator. All electric circuits throughout the vessel were tested as required to give readings over 100,000 ohms.

On completion of the overhaul the oil fuel units, fan engines, air main engines, transfer pump, general service pump, fresh water pump, deck steering gear, and windlass were examined under working conditions and they were in good working order.

The spare gear was found to be in accordance with the Rules except that there were no spare thrust pads on board.



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