

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

(Received at London Office 7- APR 1948)

Date of writing Report... 19... What handed in at Local Office... **20 MAR 1948**... Port of **NEWCASTLE-ON-TYNE**

No. in Survey held at **Wallsend Tyne**... Date. First Survey **12<sup>th</sup> DECEMBER 1947**... Last Survey **16<sup>th</sup> MARCH 1948**

4.17. on the Machinery of the ~~Wood, Iron or~~ **Steel**... **S.S. Terriot**... Year. Month.

Gross **7032**... Vessel built at **Newcastle**... By whom **Sheph. & Co. Ltd. (Tyne Branch)**... When **1944-3**  
Net **4755**... Engines made at... By whom **N.E. Marine Eng. Co. Ltd. (1928)**... When **1944**  
Main Boilers **254**... Boilers, when made (Main) **1944**... (Donkey) **1944**  
Main Boilers **254**... Owners **Royal Mail Lines Ltd**... Owners' Address...  
Donkey Boilers **156**... Managers... Port **London**... Voyage...  
Main Boilers **220 lbs.**... **Surveyed Afloat or in Dry Dock**... At **W. S. & Eng. Dock & Quay**

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Particulars of Examination and Repairs (if any) **Comp. M.S. BS: O.F. Conversion**  
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly noted at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes**  
" **FUX Donkey** " " " **Yes**

State for what reasons... What parts of the Boilers could not be thus thoroughly examined?   
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?

Latest date of internal examination of each boiler **All Boilers: Mar. 5<sup>th</sup> '48**... Present condition of funnel **Efficient**  
Surveyor examine the Safety Valves of the Main Boilers? **Yes**... To what pressure were they afterwards adjusted under steam? **220 lbs/sq"**

Surveyor examine the Safety Valves of the Donkey Boilers? **FUX Yes**... To what pressure were they afterwards adjusted under steam? **220 lbs/sq"**  
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes**... and of the Donkey Boilers? **FUX Yes**

Surveyor examine the drain plugs of the Main Boilers? ... and of the Donkey Boilers?   
Surveyor examine all the mountings of the Main Boilers? **Yes**... and of the Donkey Boilers? **FUX Yes**

Screw shaft now been drawn and examined? **No**... Has it a continuous liner? ... Is an approved oil retaining appliance fitted at the after end?   
Shaft now been changed? ... If so, state reasons... Has the shaft now fitted been previously used? ... Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? ... State date of examination of Screw Shaft... State the wear down in the bush **5/32"**... Is electric light and power fitted? **Yes**... If so, 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**  
Engine parts, when referred to by numbers, should be counted from forward.  
Survey is not complete, state what arrangements have been made for its completion and what remains to be done **Complete**

Examined in drydock, examined propeller, outer end of stem bush, sea valves & cocks & outside fastenings.  
Done for Completion of M.S. Examined opened up, all cylinders & pistons, rods, & bottom end bearings & pins, H.P. Valve & Cage, attached pumps, independent air pump, air & pump, aft independent feed pump, General Service pump, Ballast pump, Pumping arrangements with pipes & valves, steering & windlass engines, Thrust shaft & bearing, inter. shaft bearings & Electrical installation.

Done for BS. All Boilers P & S Main (with Superheaters) & Centre auxiliary boiler, examined internally & externally, together with all doors & fastenings, Mountings & Safety Valves; latter afterwards adjusted under steam to above pressures. Steam pipe exam'd annealed & tested. Oil fuel conversion now carried out as per approved plans & instructions in London letters. Chief Engineer stated, H.P. stern eccentric rod renewed at Liverpool Feb. 1947. This rod now examined & found in good order.

General Observations, Opinion, and Recommendation:—**The Machinery of this Vessel so far as now seen**  
(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 or LMC 9,11 or LMC 140 lb., FD, &c.)  
**an efficient condition & eligible in my opinion to remain as now classed, with fresh record 7/47, BS. 3/48. & to have the notation fitted for O.F. 3/48, flash point above 150°F.**  
It is submitted that the item, "Renew HP ast. ecc. rod at earliest opportunity" may be deleted.

MS **20 0 0**  
BS **12 0 0**  
O.F. Conversion **15 15 0**  
Damage or Repair Fee (if any) **10 10 0**  
Installation survey **8 0 0**  
Printing expenses (if chargeable) **0 0 0**  
Fees applied for... Received by me, **James W. Walker**, Engineer Surveyor to Lloyd's Register of Shipping.

WED 5 MAY 1948  
Lloyd's Register Foundation  
Certificate written  
LMC\* MS 7.47 without spl. con.  
BS 3,48  
Fitted for oil fuel re.

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

Wear & Tear Repairs:

Main Engine: all piston & HP Valve rings renewed.

HP piston rod skimmed.

Indepen. Air pump. Renewed crosshead.

Main Circulating " Renewed steel sleeve in way of packing.

Renewed engine piston rod.

Steering engine. Renewed Starb' main bearing.

Renewed low main injection valve cover.

Windlass Engine. Renewed top end pins & bushes.

Boilers:

All Superheater elements, repaired as necessary, tested, & refitted.

Starb' Main Boiler: 16 c.c. back stays renewed.

25 stay tubes, 12 plain tubes renewed.

Port Main Boiler: 23 c.c. back stays renewed.

9 stay tubes, 3 plain tubes renewed.

3 guide stay pins renewed.

Centre Aux. Boiler: 3 guide stay pins renewed.

6 stay tubes, 14 plain tubes renewed.

Approx. 20 leaking rivets in each furnace mouth renewed.

Elec. Installation: Three - 33 KW. Generators:

Boiler room rewired.

Main mast Navigation lights rewired.

Dynamo armatures & motors all cleaned & overhauled.

On completion of repairs, the installation was ~~examined~~ megger tested & examined under working conditions & found satisfactory.

O.F. Conversion:

Oil Fuel conversion carried out in accordance with approved plans (approved 16/10/47)

Oil fuel by Waldoend Slipway & Eng. Co. Ltd. (Cert. attached)

Transfer pumps by Weiss.

"Victor" oil separator fitted. Pneumoscanner gauges fitted to settling tanks.

Oil fuel suet. & discharges tested as per rule requirements.

Oil fuel unit, transfer pump, & steam smothering system, fitted with extended spindles, as per rule requirements.

On completion of repairs & alterations, the main engine, & auxiliaries, & oil fuel system were examined under working conditions, oil fuel deck controls tested, steam smothering system tested, & pumping arrangements tested, and all found satisfactory.

J. W. Walker

SURVEYOR TO LLOYD'S REGISTER.  
NEWCASTLE-ON-TYNE.



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