

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

(Received at London Office)

Date of writing Report

10

When handed in at Local Office

28 FEB 1949

Port of

No. in
g. Book.

Survey held at JARROW ON TYNE

Date. First Survey

18/10/48

Last Survey

11/2/49

19

(No. of Visits

16)

2038 on the Machinery of the Wood, Iron or Steel

Year. Month.

Gross 7420
Net 4268

Vessel built at BIRKENHEAD

By whom CAMMELL LAIRD & CO. LD.

When 1931 8

Engines made at BIRKENHEAD

By whom CAMMELL LAIRD & CO. LD.

When 1931

Boilers, when made (Main)

1931

(Donkey)

Owners BOOTH S.S. CO. LD.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Voyage

Main Boilers 588 (30)
Donkey Boilers 230 lbs

Managers

If Surveyed Afloat & in Dry Dock

PALMERS (JARROW) DD

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

st Report No.

Port

T.S.

Particulars of Examination and Repairs (if any) BS: O.F. CONVERS

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the tests 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

Is 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? Yes.

Was this done, 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?

What was the latest date of internal examination of each boiler?

All 19.1.49

Present condition of funnel(A)

Good.

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

Yes

To what pressure were they afterwards adjusted under steam?

230 lbs/sq"

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

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

Yes

and of the Donkey Boilers?

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

Yes

and of the Donkey Boilers?

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

Yes

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Yes

Is it fitted with continuous liner?

Yes

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

Has the shaft now been changed?

No

If so, state reasons

Has the shaft now fitted been previously used?

undocked 14.1.49

Has it a continuous liner?

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

What was the date of examination of Screw Shaft?

24.12.48

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

Leewooded

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?

No

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

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

Complete.

How done:-

Vessel placed in dry dock, Propeller, stern bush & outside fastenings examined.

Sea connections opened out and Y.S. drawn in and examined.

Boilers opened out and examined internally & externally together with manhole doors, mountings and Superheaters, and safety valves adjusted under steam to 230 lbs/sq".

Oil Fuel conversion.

The vessel has at this time been fitted for oil fuel burning in accordance with approved plans and Secretary's letters. Control of suction valves, oil fuel unit and transfer pump in accordance with the rules, and heating coils, suction and pressure lines for oil fuel hydraulically tested after jointing to Rule requirements.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel is

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

eligible in my opinion to remain as classed with fresh record of S.S. 2.49

and notations of Y.S.-CL. 1.49. and "Fitted for oil fuel 2.49 S.P. above 150°F"

Survey Fee (per Section 29)

B.S.

£21. 0. 0

Fees applied for

O.F. Conversion

£26. 5. 0

2 MAR 1949

Special Damage or Repair Fee (if any)

£ : :

Received by me,

LICENCE SUPERVISION

£ : :

19

Committee's Minute

MON. 11 APR 1949

Assigned

As met

S. 12.48

BS 2.49

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005307-005310-0074

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

"HILARY"

Particulars of O.F. Installation as follows:-

O.F. unit:- Wallsend Slipway No. O.B. 9916. with Lighting up set No. 1515.

O.F. Transfer Pump:- E. J. Weiss. No. 222103.

Oil/Water Separator:- R. A. Green-Sully Weiss, London. "Victor" No 542.

Sounding:- Pneumercator System.

Fire Extinguishing:- Pyrene mechanical foam system, as per approved plans. Fabricated storage tank for the system constructed in accordance with Rules with tested material, the mechanical tests of samples of welding, and hydraulic test of completed tank in accordance with the Rules and found satisfactory. System tried on completion with 4 gals of solution with satisfactory results.

O.F. Installation, & Lighting up set examined under working conditions and found satisfactory.

Repairs now effected:- Stern bush lower half rewooded.

All Superheater leaders & elements removed from boilers and reconditioned by Messrs. H. E. Marine Eng. Co. Ltd. Wallsend: 2 Stay tubes in Starb^a Boilers renewed: Starb^a low manhole door aperture of Starb^a Aft boiler built up with E.W. and door refitted: Centre combustion chamber back plate flange corroded on water side & now reinforced on fire side in way with E.W.: General repairs effected in all boilers to some leaky tube ends, renewal of a few combustion chamber back plate and wrapper plate stays, and caulking of seams in combustion chamber back ends, & furnace mouths as found necessary. All boiler mountings overhauled as recommended.

Voyage and Survey repairs effected to main & auxiliary machinery in accordance with recommendations of M.O.T. surveyor, but a survey by the Society's Surveyor was not requested at this time for the machinery.

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