

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

(Received at London Office)

Report No. 26-10-1950 When handed in at Local Office 26-10-1950 Port of Antwerp

Survey held at Antwerp Date First Survey 12-4-50 Last Survey 15-9-1950 (No. of Visits 2)

Name of the Machinery of the Wood, Iron or Steel TWIN CHARLTON STAR (EX EMARE BURE)

Vessel built at Hoboken By whom J. B. Bunn & Co. Ltd. When 1921 11

Engines made at Leming By whom Do- When 1921

Boilers, when made (Main) 1921 (Donkey) Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Chandris (England) Ltd. Port Antwerp Voyage U.S.A.

If Surveyed Afloat or in Dry Dock Both Not in Dry Dock

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

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)
+1000H 12-28. with freeboard.		+LMC 6-47
SS: Out-Mot 12-33.		B.C.L. P. 4-47
S.S. Out-Mot. 28.		S.S. 2-18.
Examined 6-48.		PS. 6-18.
Laid up pending survey.		

No. Port of Examination and Repairs (if any) LMC - TS - Conversion - Oil Fuel

When held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs. If any, 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 and of the report. State also the dates and initials of any letters respecting this case.

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

Work done by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Donkey " " " " " "

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

Tests, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

Method of internal examination of each boiler Ford. Chr. 8-8-50 Remainder 19-7-50. Present condition of funnel Good.

Did you examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 215 lbs/sq. in.

Did you examine the Safety Valves of the Donkey Boilers? Yes. To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers?

Did you examine the drain plugs of the Main Boilers? None. and of the Donkey Boilers?

Did you examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers?

Have the funnels now been drawn and examined? Yes. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end? No.

Has the shaft now been changed? No. 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 4-50. State the wear down in the funnels.

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

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

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

Remarks: - Vessel in drydock - Examined Propellers - after end of stem tubes - under water fastenings - Sea cocks + valves opened up - Tail shafts drawn in.

Examined and opened up: - Both Main Engines - Cylinders - Pistons - Valves & Casings - Rods - Thrust & Intermediate Shafts with bearings - Attached Pumps - Condensers (tested) - All Independent Auxiliary Pumps - Pumping Arrangements - Steam pipes (tested to full pressure) - Steering - Main Engines - Electrical Installation

Main Boilers examined in their entirety with doors & mountings opened up - Safety Valves afterwards tested under steam to above pressure. Superheaters & all connections have been removed from the vessel.

Conversion - Vessel now converted to Oil Fuel burning in accordance with Approved Plans (1250) in 1936 Secretary's letter. Oil Fuel Installation - Deck controls & Fire Extinguishing Arrangements P.T.O.

Observations, Opinion, and Recommendation: - The machinery of this vessel - in our opinion - is in good order and requires no 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 2-11, BS 2-12, LMC 2-11 or LMC 2-12, 140 lb., PD, &c.)

to remain as classed with full record. +LMC 9-50 & notation BS 7-49 on completion may now be deleted. P. above 150°F. It is submitted that notation BS 7-49, on completion may now be deleted. Reasons left.

Section 29 LMC 15240 Fees applied for 26-10-1950 or Repair Fee (if any) £ 10,600 Received by me, 19

Section 29.1 ELE2: Installm. £ 3550 FRI. 24 NOV 1950 + LMC 9.50 S. 4.50 Fitted for oil fuel, 9.50, 3.P. above 150°F. CERTIFICATE WRITTEN. 00 5377 - 005386 - 0192 1/2

Signature: J. Manson, Engineer Surveyor to Lloyd's Register of Shipping.

T.W. G. "CHARLTON STAR (EX EMPIRE BURE.)"

tried & found satisfactory (Copy of O.F. Unit Cert. attached).

Repairs 1949. Minor repairs & renewals effected to all sea cocks & valves (all caused in way of inspection etc. has at this time been removed)

Starboard Tail Shaft removed to shop. - one & half plumbed up. Both stem tube bushes renewed.

Starboard M. Engine - I.P. Piston rings renewed.

Both Main Engine Attached Pumps - Air Pump bucket rods plumbed up - Minor repairs & renewals effected to all pump suction & delivery valves.

M. Condenser (H.A.). Several tubes renewed.

Independent Auxiliary Pumps. - Circulating (pos.) - Renewed - Piston valves - Piston rings. All bearings reinstalled - Casings & Impeller inlet strips - renewed. Minor repairs effected to other working parts.

Ballast - Renewed - Delivery valve seats & lids - water end lines - all Piston & bucket rings. Buckets plumbed up.

All other Auxiliary pumps completely overhauled & all excessively worn parts renewed - other parts dealt with by plumbing - reinstallation of bearings etc.

Pumping Arrangements - a no. of lengths of barge & ballast piping renewed.

Steam pipes - One length of Main Steam pipe - renewed.

Electrical Installation: - Part wiring in Accommodation (with fittings) together with Part Navigation circuit wiring - renewed. All generator armatures removed ashore - Globber commutators plumbed up. Minor repairs & adjustments made to Switchboard & fittings.

On completion all generators examined - tested for Insulation Resistance (together with all circuits & with their Control gear tried).

Main Boilers: - Minor repairs & renewals effected to mountings all boilers

Port Ford: - Aft Collision Chock & a no. of C.C. Back Stays - renewed. Minor caulking & E.W. repairs effected

Starboard Ford: - Port C.C. Back Plate Cracked - Part renewed E.W. - Minor Caulking repairs effected

Starboard Ford: - Grooving in Ford. end plate - lower section cut out E.W.

Port Aft: - Minor caulking & E.W. repairs effected.

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