

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

(Received at London Office

31 MAY 1954

Kong

Date of writing Report 9th May, 1954. When handed in at Local Office 10th May, 1954. Port of Hong Kong.

No. in Survey held at Hong Kong. Date. First Survey 4-12-53 Last Survey 10-5-1954. (No. of Visits 12)

51889 on the Machinery of the ~~Woolly~~ Steel S.S. "WILLIAM CHARLICK 4" (ex "ARKABA")

52/53 R.B.)

Tonnage { Gross 4259 Vessel built at Dalmuir. By whom W. Beardmore & Co. Ltd. When 1924 5

Horse Power { Net 2515 Engines made at Dalmuir. By whom W. Beardmore & Co. Ltd. When 1924

No. of Main Boilers 3 Boilers, when made (Main) 1924 (Donkey) -

No. of Donkey Boilers - Owners William Charlick Ltd. Owners' Address Adelaide, South Australia.

Steam Pressure - Managers - (if not already recorded in Appendix to Register Book.)

in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Both. Port Hong Kong. Voyage -

in Donkey Boilers - (State name of Dock.) Kowloon Dock.

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Reclassification, Etc.

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

In 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 -

Was 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

" " Donkey " " " -

If 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 All 9-12-53 Re-examined 1-3-54. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs. sq. in.

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? Yes, 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? Yes, and of the Donkey Boilers? -

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

Is shaft now been changed? Yes If so, state reasons Deeply corroded at big end of taper. Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

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

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

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

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

NOW DONE : -

For Docking:- Vessel placed in dry dock, propeller, stern bush, sea cocks & valves with their shell fastenings examined & found or now placed in good condition.

T. S. : - Tail shaft drawn examined & found or now placed in good condition.

B. S. : - All boilers examined in their entirety together with mountings, manholes, doors & fastenings, afterwards examined under steam and their safety valves adjusted to above pressure and all found or now placed in good condition.

M. S. : - Main Engines: All cylinders, casings, covers, pistons, rods, valves & gear & bearing, thrust & intermediate shafting & bearings, reversing gear, condensers (tested) and attached pumps examined and all found or now placed in good condition.

Auxiliary Engines: Generators, centrifugal, steering engine and fan, cylinders, casings, covers, pistons, rods, valves & gear, crosshead pins & brasses, guides & shoes, main journals & crankpins & brasses, examined and found or now placed in good condition.

(Continued Overpage)

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, BS 9,11, R&MS 9,11 +LMC 9,11 or +LMC 140 lb., FD, &c.)

This Vessel's Machinery is in good & efficient condition & eligible, in my opinion, to be classed as contemplated with records of T.S. CL "N" 1,54 and +LMC 3,54 and the notation "Fitted for oil fuel 5,54 F.P. above 150°F". Sps 5,54

Survey Fee (per Section 28)	MS \$1,024.00	Fees applied for	9/3/1954
	BS 480.00		
	TS 120.00		
Special Damage or Repair Fee (if any)		Received by me,	
(per Section 28.) Elect.	\$ 192.00		
Travelling expenses (if chargeable)	\$ 35.00		

Committee's Minute FRIDAY 30 JUL 1954

Signed +LMC 5,54, Subject

541,54 Sps 5,54

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

Foundation

005387-005396-0035

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

Pumps : -

Centrifugal, Ballast, Bilge, Feed (Main & Aux.) & General Service - impellers & casings or cylinders, chambers, covers, rods, valves & gear, suction & delivery valves examined & found or now placed in good condition.

Pumping Arrangements : -

All valves, cocks, piping & strainers examined & found or now placed in good condition.

All lead piping removed in way of machinery spaces.

Steam pipes as required by the Rules examined & tested.

Electric Installation : -

Generators-armatures, commutators, coils, shafting & bearings examined & found now placed in good condition. Insulation tested to Rule requirements.

Oil Fuel Conversion : - (Forced draught)

The vessel has at this time been converted to oil burning, bunkers being arranged in the No.2, 3, 4 & 7 double bottom tanks.

Settling tanks (portable) have been efficiently constructed and installed in way of previous crossbunker space, port & starboard sides, together with suitable drip trays.

The fuel oil units (2 pressure pumps with heaters, Todd system) together with transfer pump have also been efficiently installed in a constructed recess in way of cross bunker, midship.

An alternative means of transferring through suitable connection by the pressure unit pumps.

The settling tanks have been equipped with 2" dia. suction & filling lines, and overflow through sight glasses to No.3 D.B. oil fuel tanks port & starboard.

The drain cocks on the settling tanks are spring loaded type.

Extended spindles for remote control from outside machinery space are supplied the unit steam shut off, steam smothering & oil fuel high & low suction valves on settling tanks.

All double bottom oil fuel suctions are through a direct change over chest between transfer & ballast pumps.

Oil fuel pressure lines, main & suction lines, have been tested to Rule & found tight.

Drip trays fitted under units & furnace mouths, which also contain sand, sand su

Hand lighting apparatus supplied for lighting up from cold.

Tank top under boilers well lighted and all fittings readily accessible.

Lead piping removed from machinery spaces, funnel damper locked in open position and it is confirmed no contamination of boiler feed water is possible through the feed, ball or bilge lines.

Steam heating coils in way of settling tanks & double bottom tanks tested to Rule and have their drains led to an observation tank situated on after bulkhead in engine room.

The installation upon completion was examined under working condition and found all respects satisfactory.

Enclosures :

Oil fuel suction & filling system in double bottom tanks.

Steam & exhaust lines.

Oil fuel system in Machinery space.

Repairs (Wear & Tear) : -

M.E. crankshaft lifted and all top & bottom main bearings remetalled.

The vessel's spare tail shaft (new) was fitted at this time -

Stampings : - Spare 630 Lloyd's ~~AF~~

Stern tube rewooded.

New coupling bolts (tested material) fitted to tail & thrust shaft couplings.

L.P. piston rod skimmed.

Both main feed pump bucket rods skimmed, neck & gland rings renewed.

M.E. driven air pump rod skimmed & neck ring renewed.

S.W. circulating impeller shaft renewed.

Boilers - a number of tubes expanded.

Centre boiler - one safety valve lid renewed.