

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

(Received at London Office 12 MAR 1953)

Date of writing Report 13. 3. 53 when handed in at Local Office 19 53

Port of HULL

No in Reg. Book. Survey held at HULL. Date First Survey 31.12.52 Last Survey 11. 3. 19 53 (No. of Visits 15)

6373 on the Machinery of the ~~Wood, Iron or Steel~~ S.Sc. Stm.Tlr. "COLWYN BAY"

Gross 517 Vessel built at Beverley. By whom Cook, Welton & Gemmell, Ltd. When 1942 2
 Net 190 Engines made at Hull. By whom C.D. Holmes & Co. Ltd. When -do-
 199 Boilers, when made (Main) 1942 (Donkey) -
 Owners Boston Deep Sea Fishing & Ice, Co. Owners' Address -
 15B (SPT) Ltd. (if not already recorded in Appendix to Register Book.)
 Managers B.A. Parkes. Port Hull. Voyage -
 If Surveyed Afloat or in Dry Dock Both St. Andrew's Dock.
 (State name of Dock.)
 Steam Pressure - 220 lb.
 in Main Boilers
 in Donkey Boilers

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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100AL Steam		*LMC 8,51
Trawler 4,52		TSCL 3,52
S.S. Hul 4,52		

Particulars of Examination and Repairs (if any) Port Dkg, TSCL, B.S. O.F. Conversion & S.R.L. ITEM.

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

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.

Has a damage report been made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes

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? 11.2.53. Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lb/sq.inch. Spt. 225 lb/sq.inch.

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? -

Has 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

Has the shaft now been changed? - 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 23.1.53. State the wear down in the stern bush. Close fit. Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? -

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

Machinery parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE:- Vessel placed on slipway. Propeller, after end of sternbush and outside fastenings of all sea connections examined.

T.S.C.L:- Screwshaft withdrawn and examined together with sternbush and found satisfactory.

B.S:- Boiler examined internally and externally together with its superheaters, mountings, doors and fastenings, and all found or now placed in good condition. Boiler subsequently examined under steam and safety valves adjusted to above stated pressures. Oil fuel burning and steam smothering installations examined and tested under working conditions and found satisfactory.

NOW DONE FOR O.F. CONVERSION:- Oil fuel unit, Wallsend Shipway No.F.3455, Weirs Transfer Pump No.271618, and Victor Minor oily water Separator No.1820 fitted in Stokehold. Certs. attached. Oil fuel transfer, filling, steam heating, fire extinguishing (steam) pipes, fittings and valves, all fitted and tested to Rule Requirements, including separate controls outside machinery spaces, all as per "Approved" plan of 16.12.52. (P.T.O).

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, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)

The Machinery of this vessel is eligible in my opinion to remain as now classed with fresh record of T.S.C.L.1,53; B.S. 3,53 and to have the Notation "Fitted for Oil Fuel 3,53 F.P. above 150° F."

Survey Fee (per Section 23) TSCL £ 2 0 0 BS £ 5 0 0

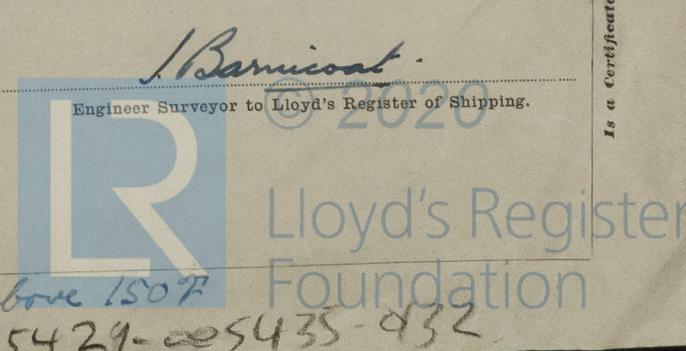
Repair Fee (if any) (per Section 23) S.R.L. £ 5 5 0 O.F. £ 2 2 0 Conversion £ 15 15 0

Fees applied for, 19 MAR 1953 Received by me, 19

Committee's Minute. THU 2 APR 1953

As now without the under BS 3.53 S 1.53 Fitted for O.F. 3.53 F.P. above 150° F.

005429-05435-432



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

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

Stm.Tlr. "COLWYN BAY".

NOW DONE FOR O.F. CONVERSION:- (Contd).

Diesel oil and all Oil Fuel Tanks fitted with K.D.G. Clock type (sounding) gauges.

The requirements of Section 18 & 19 of the Rules complied with, where applicable.

One - 10 Gallon and Two - 2 gallon "Foamite" fire extinguishers fitted in Engine Room.

Two - 2 gallons "Foamite" fire extinguishers fitted in Stokehold, and One - 2 gallons at Engine Room entrance. Installation examined under working conditions and found satisfactory.

REPAIRS WEAR & TEAR:- Bronze propeller tips found slightly buckled and torn propeller removed, reconditioned and subsequently refitted. Sternbush rewooded.

BOILER:- Port, centre & starboard corrugated furnaces renewed. Stamped:-

Port - 10042 J. T.P.G. 27 L.R.1.

Centre 10042 J. T.P.G. 27 L.R.5.

Starbd 6666 J. T.P.G. 26 L.R.5. Advice note attached.

P.C.C. 2 plain and 1 stay tube renewed.

Stbd.C.C. 28 plain and 9 stay tubes renewed - tube plate in way faired in place.

Port and Starboard manholes built up by means of E.W. and doors refitted.

Boiler hydraulically tested on completion of repairs & found satisfactory.

One length 4" bore steam to superheater pipe renewed.

S.R.L.ITEM:- Re-examine thrust block by 9,52 (5 months limit).

NOW DONE:- Thrust block complete, removed, dispatched to Makers - New

base made, top half, and bearings overhauled, and all refitted on board and

aligned. It is submitted that this item may now be deleted from the

S.R.List.

J. Barnicoat



© 2020

Lloyd's Register
Foundation