

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office 20 APR 1942)

Date of writing Report 3. 2. 19 42. When handed in at Local Office 19 Port of Port Elizabeth  
No. in Survey held at Port Elizabeth Date, First Survey 29. 1. 42. Last Survey 3. 2. 19 42  
Reg. Book 761129 on the Machinery of the Wood, Iron or Steel Ex S.S. Ipswich (No. of Visits 5)  
Tonnage { Gross 5671 Vessel built at Chester Pa. By whom Chester Shipbuilding Co. Ltd. Year. Month. 1919  
Net 3448 Engines made at Pittsburg Pa. By whom Worthington Electric Mfg Co. When 1919.  
Nominal Horse Power 522 Boilers, when made (Main) 1919. (Donkey)  
No. of Main Boilers 3 Owners Waterman S.S. Corporation Owners' Address U.S. War Shipping Administration  
No. of Donkey Boilers 1 Managers Mobile N.Y. (if not already recorded in Appendix to Register Book.)  
Steam Pressure In Main Boilers 200 lb. Voyage U.S.A.  
In Donkey Boilers - If Surveyed Afloat or in Dry Dock afloat Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

Last Report No. 8122 Port P.H.E.

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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? water tube furnace only

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

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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.

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, 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?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

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

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner?

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

State date of examination of Screw Shaft.

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

Engine parts, when referred to by numbers, should be counted from forward.

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?

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

Complete

The vessel put into this port under steam of one boiler only. The tubes in bottom row of Port & Centre boilers having failed at sea. Port Boiler On examination found 7 tubes in bottom row had holes blown through & the ships Engineers had removed these & fitting new ones in their place. Centre Boiler Found 4 tubes in bottom row had also holes blown & 12 others had bulges (about 4 area) with a thick crust slag formation adhering at several points along their length. in a similar condition to the tubes that had failed. Recommended 16 tubes in bottom row be removed & replaced with new ones. Starboard Boiler Found all tubes in good order. The retarding bricks between tubes however were brained & wasted considerably with slag hanging in scale formation from each brick, the bricks were removed & new ones fitted in their place. When repairs were completed the boilers were tested under hydraulic pressure & afterwards under steam when everything was found in good order. (about 90 spare tubes were placed on board)

## 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, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., etc.)

CS 3.34. Boilers in efficient-working order. In my opinion eligible to remain as classed without fresh record of survey.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for

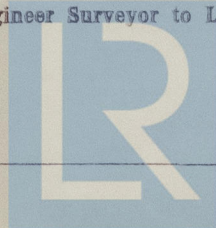
3. 2. 19 42.

Received by me,

12. 2. 19 42.

TUE. 5 MAY 1942

Engineer Surveyor to Lloyd's Register of Shipping.



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*Some order to be renewed.*

*No 2 due 10.41 Part Survey noted*

*It is submitted that  
this vessel is eligible to  
remain at 10.41.30.*

*DA  
30/4/41*



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