

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

(Received at London Office THU. 25 OCT. 1927)

Date of writing Report 23/10/1923 When handed in at Local Office 23/10/1923 Port of Shull

No. in Reg. Book. 5320 Survey held at Shull Date, First Survey 21/2/23 Last Survey 17.5.1923

on the Machinery of the Wood, Iron or Steel Twin Le "BRITISH TRADE" (ex ORONTES) (No. of Visits 20)

Gross Tonnage 9023 Net 4622 Vessel built at Glasgow By whom Fairfield & Co When 1902-9

Registered Horse Power 1700 Engines made at do By whom do When 1902

No. of Main Boilers 2 Boilers, when made (Main) 1902 (Donkey) 1902

No. of Donkey Boilers 4 Owners British World Trade Expedition Port Glasgow Voyage

Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock King George VI Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 60 (State name of Dock.) wet & dry docks

Last Report No. Port Port

Particulars of Examination and Repairs (if any) LMC

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. 4.8.23 4.17.10.23

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

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

Do. " Donkey " " " Yes

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam?

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 Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Has 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 shaft now been changed? No If so, state reasons

Is the shaft now fitted new? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? PORT 0' STARD 4 1/2"

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

Survey the following furnaces at bottle necks have been repaired. viz, star double ended Boiler, after port low furnace. Star for single ended boiler, port and star low furnaces, and Port aft single ended boiler, port low furnace. The boiler after repair to be tested by hydraulic pressure to 270 lbs and the Safety Valves of the Main and Donkey Boilers adjusted under steam, and 21 Manhole doors which have been built up by welding have been seen fitted.

Now done - the Main and donkey Boilers and their mountings examined and found in recommendations made to place them in safe working condition.

All cylinders, pistons, slides, crank, thrust - and port

General Observations, Opinion, and Recommendation: The Machinery of this vessel

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

as now seen is in good and efficient condition and in my opinion eligible to have the record of +LMC and Port Screw kept CL with date when the Survey has been completed as above.

Survey Fee (per Section 28) £15 0 0 Fees applied for 3.11.1923

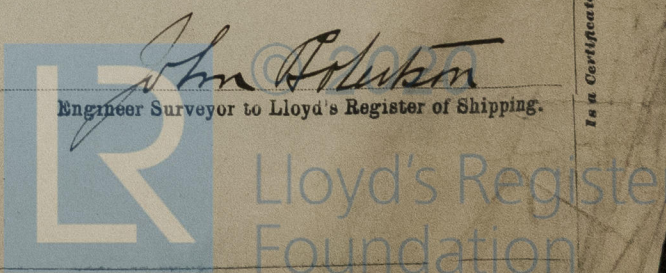
Special Damage or Repair Fee (if any) £10 10 0

Travelling Expenses (if chargeable) £

Resolved by Mr. W. J. Wilson 18/6/24

Committee's Minute Deferred

Assigned Deferred



BRITISH TRADE

General staffing, all pumps, condensers, port steam shaft, impellers, sea connection and fastenings also the steering engine and windlass examined & found in placed in good condition

Repairs: Star Main Engine HP and LP Crankpin houses Top valves unmetalled, HP Astern ^{eccentric} shaft top half unmetalled, 1st IP Ahead shaft Bottom half unmetalled. 2nd IP Ahead shaft Top half unmetalled, LP Astern shaft Bottom half unmetalled.

Repairs Port Main Engine: No 6 Main bearing bottom half removed scraped adjusted, No 7 Main bearing bottom half removed scraped and adjusted, HP Ahead eccentric shaft top half unmetalled, 2nd IP Ahead eccentric shaft top half unmetalled, 8 new tubes fitted to Condenser.

General Service pumps: Piston and bucket rods skimmed up, new piston and bucket ring fitted, Suction and delivery valve seats faced up and new valves fitted. Port Circulating pump, New Impeller shell fitted, 2 new piston rings and 2 new valve rings.

Star Circulating pump, New impeller shell fitted, 2 new piston rings and 2 new valve rings fitted.

Star Water feed pump, Crosshead pin renewed, new suction and delivery valves fitted.

Boiler repairs: The Boiler necks of 4 furnaces were found to be badly corroded. The furnaces are, Star Double ended boiler, aft port low furnace, Star 7th Single ended boiler, Port and Star low furnaces. Port aft Single ended boiler port low furnace. The defective parts of the 4 furnaces have been cut out but the patches have not yet been fitted to the furnaces on account of all work being stopped on board the vessel some time ago.

A number of defective stay and stay nuts have been renewed and a number of cracks at Landing edges of Combustion Chamber plates have been welded.

See Indian Report No. 85926. The lock up flanges of 3 Boiler blow down cocks have been renewed on shipside.

The Mill Sheet for the plate to be used in the repair to furnaces is attached hereto.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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