

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

(Received at London Office

31 MAY 1947

Date of writing Report 25th. Feb. 1947. When handed in at Local Office 26th. Feb. 1947. Port of Hong Kong.
No. in Survey held at Hong Kong. Date. First Survey 8th. Nov. Last Survey 19th. Feb. 1947.
Reg. Book. 80359 on the Machinery of the ~~Woolfson~~ Steel S.S. "PERIOD" (No. of Visits 12)

Tonnage { Gross 2791 Vessel built at Middlesbrough By whom Sir Raylton Dixon & Co. Ltd. When 1907 4
Net 1753 Engines made at Middlesbrough By whom Richardsons Westgarth & Co. Ltd. When 1907 4
Nominal 307 Boilers, when made (Main) 1907 (Donkey) -
Horse Power 3 Owners W. R. Carpenter & Co. Ltd. Owners' Address -
No. of Main Boilers 3 Managers - (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Port Hong Kong Voyage -
Steam Pressure in Main Boilers 180
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Taikoo Dock

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Docking, BS, Gen. Exam. & Reps. *100A1746
(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 port & centre 18-11-46 Stbd. 24-11-46 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.

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? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 3/16" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? - Engine parts, when referred to by numbers, should be counted from forward. Complete

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, the propeller, fastenings of the stern bush and sea connections examined and found in order.

Sea valves opened up, examined and replaced. (see note below)

for B.S. The main boilers examined internally and externally complete with doors, safety valves and mountings.

Safety valves adjusted as above. Steam pipes and fittings examined.

Boilers were examined in November, 1946, but were subsequently under repairs and not in use till February, 1947.

Back plates of all combustion chambers were found heavily pitted and grooved, particularly at flanging and around stays. Repairs had been effected by building up on the fire side of plating.

In starboard boiler combustion chambers the flanges of back plates were wasted in way of bottom wrapper plate joint and wrapper plates were thin. (Continued Overleaf)

General Observations, Opinion, and Recommendation: The Boilers and Machinery of this vessel, so far as

(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 or LMC 140 lb., FD, &c.)
CS 2,34,

now seen, are in satisfactory working condition and eligible, in my opinion, to be retained as classed without fresh record of survey. "Main Boilers to be specially examined before the end of August, 1947. Sea valves to be specially examined at next dry docking."

Survey Fee (per Section 29) \$320.00: Fees applied for 24/2/1947
Special Damage or Repair Fee (if any) \$700.00: Received by me, James Alinderson
(per Section 29.) 25.00: 19
Travelling expenses (if chargeable) \$25.00: 19

Committee's Minute

Assigned Defered

Engineer Surveyor to Lloyd's Register of Shipping.

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22 JUL 1947

While considerable repairs were effected at this time it was considered advisable that boilers be further examined after six months and accordingly, no record of survey is recommended at this time.

Boiler Repairs.

Port Boiler.

Port Furnace. Furnace mouth cropped at bottom and part renewed 2'-6" x 6" x 11/16".
Grooving at "Gourlay" neck veed out and welded - 18".
Two combustion chamber stays renewed.

Starbd. Furnace. Grooving at "Gourlay" neck veed out and welded - 21".

Centre Boiler.

Port Furnace. Six plain tubes renewed.
Grooving at "Gourlay" neck veed out and welded - 36".

Starbd. Furnace. Two combustion chamber stays renewed.
Grooving at "Gourlay" neck veed out and welded - 28".

Starbd. Boiler.

Port & Starbd. Furnaces. Combustion chamber back plates renewed at bottom - 6'-3" x 3'-7".
Lower wrapper plates renewed extending beyond original riveted butts to new welded butts.
32 combustion chamber stays renewed in each combustion chamber.
Furnace mouths cropped at bottom and part renewed 2'-0" x 6" x 11/16".

Testing. On completion of repairs.

Port and centre boilers hydrostatically tested to 200 lbs and starboard boiler to 300 lbs.

Machinery. General examination made of main and auxiliary machinery at rest and under working conditions.

Electrical equipment examined generally.

Note :- Chest of sea valves were found to be softening and it was considered advisable that they be re-examined at next dry docking.

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