

(Received at London Office)

MON. JUL. 26 1920

ing Report 231^a July 1920 When handed in at Local Office 24th July 1920 Port of Bartow-in-Furness
Survey held at Bartow-in-Furness Date, First Survey 4th Nov 1919 Last Survey 7th July 1920

4512
 4088
 Vessel built at Berrow-in-Furness By whom Kickers Ltd When 1916
 1916

Boilers	Boilers, when made (Mark)	Donkey	17.8
Boilers 2	Owners Angle Saxon Petroleum Co Ltd	Port London	Voyage Bermuda
	If Steamers 1400 tons in D. D. 1	B 11	Particulars of Classification (which must be inserted)

Port No.	Port	CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not expired	Machinery and Boiler Surveys (including date of N.B., if any)
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Repairs, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the fire, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on image (the cause of which must be stated) should be separated from repairs due to other causes; and detailed in the body of the report, should be briefly summarised at the end of the report. State also the facts of any letters respecting this case.

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

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

lone, state for what reasons?

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

examine all the manholes, doors and their fastenings of the Main Boilers? ☒ , and of the Donkey Boiler? ☒ Yes.

have been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? ☒ or is it without liners? ☒

Is it fitted new? ☒ Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

not complete state what arrangements have been made for its completion and what remains to be done? Complete

Main Engine cylinders & cylinder liners, pistons, valves & valve gear

elles, stern tubes, sea cocks & valves & their fastenings, &

tors, which are driven by four cylinder Diesel Engines, have

live gear, crank shaft & bearings, & all compressor cylinder
+ + + 46. 2 all auxiliary air compressor has

been examined throughout. All the air reservoirs were
cleaned out & examined internally, their scantlings ver

anulically tested to 800 lbs per sq in. & found tight & sound.

alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B. & M.S. 9, 11, or S.L.M.C. 9, 11, &c.)

is classed L.M.C. 4-20, in the Register Book

Section 28) *See* Fees applied for 19

penalties (if chargeable).....
Report.
 Received by me, 19.....
 Engineer Surveyor to Lloyd's Register of Shipping

7
MACHINES
WRITTEN
11-8-20
L. M. 7.20
(Col. Engraving)
007432. 007438. 0015

of Basson, m. Turness Continuation of Report No. 1854^A dated 23rd July 192 on the

M.V. "MARINULA" ex "Santa Margherita"

All cylinder liners, & four spare ones, were bored out to $20\frac{7}{8}$ " dia - they were $20\frac{3}{4}$ " originally - & were afterwards tested by hydraulic pressure to 1000 lbs per sq in. & found tight. All pistons, including four spares, have been renewed. All valves & valve gear were overhauled & put in order. All guide shoes & guides were trued up, the white metal being renewed as found necessary; both crank shafts were lifted, the main bearings being overhauled & re-metalled as required; the journals & pins of the crank shafts were trued up, & the shafts were afterwards bedded down in place. The thrust shafts & shoes were overhauled, & when the vessel was in drydock all the sea cocks & valves were overhauled & made tight; the rotary bilge & ballast pumps were overhauled in the shops & afterwards refitted in place, the shafts being renewed in all cases. The fuel oil pumps were thoroughly overhauled, the pump bodies & all fuel pipes being tested to 6000 lbs per sq in. & found good. All cylinder cover jackets were tested hydraulically to 30 lbs, & when the cylinder liners were replaced, the water cooling system throughout, including cylinders, covers, exhaust branches, pipes, & main silencers, was tested to 30 lbs & no leakage was found. All air reservoirs & air starting pipes were tested to 800 lbs & found in order. The bilge & ballast pipe lines were examined, & a new 8" bilge suction has been fitted to the ballast pumps in lieu of a bilge injection valve. Oil fuel suction valves, geared to deck, have been fitted to the after peak tank & the after cofferdam, & tanks fitted to the ballast pump suction as required. The air compressor cylinders were all tested to 1000 lbs per sq in, the three stages of the compressor to 75 lbs, 34 lbs, & 122 lbs per inch respectively & found tight, whilst all jackets were tested to 50 lbs. The crank shafts were lifted & trued up, the bearings being re-metalled as found necessary, & the shafts re-bedded in place, the engines generally being overhauled & put in good working order.

It was proposed to drive the Generating Sets by two four cylinder Bolinder Engines - Grimsby Reports Nos 11344 & 11356 - in place of the two six cylinder Diesel Engines originally fitted, & these were actually installed on board on specially erected tools, but on trials they were proved to be entirely unsuited for this work & they were taken out of the vessels. The

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of Barrow-in-Furness Continuation of Report No. 1862¹ dated 23rd July 1922 on the

reports referred to are returned along with this report. ✓

The starboard generating set is now driven by one of the original six cylinder Diesel Engines, which has been thoroughly overhauled & rebuilt, whilst the port generating set is driven by a three cylinder Petter Engine, which has also been thoroughly overhauled, the shafts being trued up & bearings retapped as found necessary.

The spare gear for these engines is as follows:-

Diesel Engine:- Full set of working parts for oil fuel pump, 4 cylinder liners, 1 cylinder cover with all valves, 3 pistons with rings, main bearing brasses & 6 studs, 2 connecting rods with bolts & washers, 2 induction valve boxes, 3 exhaust valve boxes, 7 induction valves & 15 exhaust valves, 4 air starting valves, one cylinder cover, relief valve & spring, one fuel spray valve complete & 34 nozzles, gear wheel for cam shaft drive & four lengths of oil fuel piping:- Petter Engine:- 2 bonnet rod top & bottom end brasses with bolts & nuts, 2 cylinder covers, 2 spray holders & sprayers, 2 piston rings, 2 fuel oil pump bodies plungers & springs, set of air valves for crank case, 2 main bearing studs & nuts.

The two vertical donkey boilers have been examined throughout, together with all mountings manholes etc. Their scantlings were verified & compared with the plans submitted & found in order. The boilers & steam pipes were hydraulically tested to 200 lbs per sq in. & found tight. Their safety valves were afterwards adjusted under steam to 100 lbs per sq in. ✓

On completion of the overhaul & repairs, trials were carried out in dock & at sea, when the Machinery was found to work satisfactorily.

It is the Owners' intention to fit steam driven auxiliaries on board in place of the present generating sets & electrically driven pumps, windlass etc. Larger boilers will be fitted in place of the present vertical donkey boilers, & it is understood that this conversion will take place in a few months' time.

John Houston.



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