B.C.

No. 56654

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

(Received at London Office 23 MAR 1950)

Date of writing Report 20th.March 19 50 When handed in at Local Office 22nd March 1950 Port of CARDIFF

No. in Book. Survey held at CARDIFF Date. First Survey 3rd.Jan. Last Survey 9th.March 1950 (No. of Visits 12)

159 on the Machinery of the ~~Wooden~~ Steel Stm.Trawler "SASEBO"

Tonnage { Gross 308 / Net ~~161~~ 116 | Vessel built at Middlesbrough By whom Smith's Dock Co. When Year 1928 Month 12

Nominal Horse Power { - | Engines made at Middlesbrough By whom Smith's Dock Co. When 1928

No. of Main Boilers 1 | Boilers, when made (Main) 1928 (Donkey) -

No. of Donkey Boilers - | Owners Neale & West Ltd. Owners' Address - (If not already recorded in Appendix to Register Book.)

Steam Pressure— In Main Boilers 180lbs. | Managers - Port Cardiff Voyage

In Donkey Boilers - | If Surveyed Afloat ~~or~~ & in Dry Dock Hills Dry Dock & West Dock. (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Characters. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS* Fishing		MBS* 2,46
Purposes 9,49		Blr.S. 6,49
Annual Survey 2,46		msp 2,46
SS.Cff. 2,46		TS(~~CL~~) 5,48

Particulars of Examination and Repairs (if any) Docking MBS*Blr.S & T.S.

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? 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 6th. February 1950 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? 180lbs.

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? -

Was 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? -

Was 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 23-2-50 State the wear down in the stern bush close Is electric light ~~and fitted~~ fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

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

Docking MBS. Blr.S. & T.S.
Vessel placed in dry dock, propeller, stern bush and sea connections, outside fastenings examined.
Screw shaft drawn and examined.
Main engine covers, cylinders, valve chests, pistons, valves, rods, spindles, bottom end pins and crosses, main journals and bearings, thrust shaft, bearings, collars and liners, main engine attached pumps, general service and auxiliary feed pumps, independent circulating pump, dynamo, steering and windlass engines, main condenser (tested), valves, strums and pipes of pumping arrangements examined and tested. Sea inlet and discharge valves, all now examined and found or placed in efficient condition,
Main boiler examined internally and externally together with all mountings, manhole doors and their fastenings, all found, or placed in efficient condition. Safety valves adjusted to pressure stated above and found efficient.
Generator fittings on main and sub-distribution boards examined, insulation resistance measured. P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel so far as now seen is in efficient condition and is eligible in our opinion to remain as classed and to have the records of M.B.S.* 3,50 Blr.S. 3,50 TS(CL) 2,50, A nnual Survey 3,50

(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 3,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34.

Survey Fee (per Section 29) M.B.S. £8 : 8 : 0
Blr.S. 3 0 0
Special Damage or Repair Fee (if any) (per Section 29) T.S. £1 : 0 : 0
Elect.Light 3 0 0
Travelling expenses (if chargeable) Repairs £8 : 8 : 0

Fees applied for 22 Mar 1950
Received by me, 19

Andrew J. Cook + J. Grieve
Engineer Surveyors to Lloyd's Register of Shipping

TUES. 18 APR 1950

Committee's Minute

Assigned

MBS * 3,50
S (CL) 2,50 Blr. S. 3,50

CERTIFICATE WRITTEN

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

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

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008231-008236-9202

and found, or brought up to the Rule requirements. Installation examined under working conditions and found efficient.

Repairs now Effected:- All sea inlet valves opened up, completely overhauled and closed up.
Main Engine attached pumps- Rams machined, neck and gland bushes renewed.
Crank shaft lifted for examination of lower half of No.4 main bearing, all bearings cleaned up and shaft rebedded.
Stern bush rewooded, tail shaft landed and new propeller fitted.
Dynamo engine - New piston rings fitted, bottom end brasses remetalled, top end pin machined and new Gunmetal bush fitted. Windlass engine - new piston rings fitted all bearings adjusted.
General Service Pump - Buckets renewed, new piston rings fitted, valve gear completely overhauled.
Auxiliary Feed Pump - Water end liners (2) bored out new buckets fitted, piston rings renewed, valve gear completely overhauled

Main Boiler - All mountings completely overhauled, and placed in efficient condition. All plain tubes removed together with the following screwed stay tubes, Port Wing - 18 Centre 4, Starboard Wing 18 tube plate specially examined when tubes removed 25 screwed stay tube holes built up and holes retapped.
Port Wing - 1 back screwed combustion chamber stay renewed. Lower manhole flanges built up and door refitted, 4 studs of lower doors renewed.

Electrical Repairs Foremast cable from junction box at foot of mast to light, part renewed. Wiring in engine and boiler rooms part renewed where damaged. Dynamo governor tested under working conditions and found in order.

On completion of repairs the main and auxiliary machinery were examined under working conditions and found efficient

A. J. Cant