

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

(Received at London Office)

25 OCT 1949

14 OCT 1949

Port of **NEWCASTLE-ON-TYNE**

Date of writing Report 19... When handed in at Local Office 19...
 No. in Survey held at **Blyth** Date. First Survey **14/8/49** Last Survey **29/9/49**
 eg. Book. (No. of Visits **15**)

3283 on the Machinery of the **Wood, Iron or Steel** **James Chandler**
 Gross **7035** Vessel built at **Sunderland** By whom **Short Bros Ltd** When **1942 5**
 Net **4949** Engines made at **Sunderland** By whom **H.C. Marine Eng Co (1938)** When **1942 5**
 Nominal Horse Power **510 MW** Boilers, when made (Main) **1942** (Donkey)
 No. of Main Boilers **358** Owners **Mrs Euginia T. Chandler** Owners' Address
 No. of Donkey Boilers **✓** Managers **✓** (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers **220 lb** Port **Rivers** Voyage
 in Donkey Boilers **✓** If Surveyed Afloat or in Dry Dock **Both**
 (State name of Dock.) **Blyth Dry Dock**

ast Report No. Port **Blyth**

Particulars of Examination and Repairs (if any) **Docking, screw shaft, B.S. 4**
oil burning conversion

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 & Starboard 19/9/49**

Did the Surveyor examine the Safety Valves of the Main Boilers? **yes** To what pressure were they afterwards adjusted under steam? **220 lb/sq"**

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? **yes** Has it a continuous liner? **yes** 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 **19/9/49** State the wear down in the

stern bush **3/16"** 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**

Now done
 Vessel placed in dry dock, examined outside fastenings of propellers, stern tube & sea connections.
 Screw shaft (C.L.) withdrawn & examined.
 Port, centre & starboard boilers examined internally & externally together with mountings, manholes, doors & fastenings.
 Safety valves afterwards adjusted under steam to pressure stated above.
 Permanent repairs now done (new & ten)
 Minor repairs effected to port, centre & starboard boiler mountings.
 New C.I. propeller fitted to screw shaft at Owners request -
 Copy of propeller certificate C. 30371 attached. P.T.O.

General Observations, Opinion, and Recommendation: **The 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 9,11 or LMC 140 lb., FD, &c.)

now seen is eligible in my opinion to remain as now classed with fresh record of screw shaft (C.L.) seen 9.49, B.S. 9.49 & fitted for oil fuel 9.49 F.P. above 150°F.

Survey Fee (per Section 29) **Screw shaft** £ 2 : 0 : 0 Fees applied for **24 OCT 1949**
B.S. 10 0 0
 Special Damage or Repair Fee (if any) £ 4 : 4 : 0 Received by me, **Howard Potts and for J. Bowman**
 (per Section 29.)
Oil Burning Conversion 15 15 0
 Travelling expenses (if chargeable) £ : : :
 19

Committee's Minute **FRL 25 NOV 1949**

Assigned **As now, without spl con**

S. 9.49 BS 9.49
Fitted for OF 9.49 FP above 150°F

CERTIFICATE WRITTEN. (BS-9.1.51) Lloyd's Register Foundation

SS "Gouan Chandor"

Tank injection valve chest case now removed.

Now done for Oil Burning Conversion.

Fuel pumps & transfer pump with all pumping arrangements now fitted as per approved plan.

Steam smothering main valve, pump unit & transfer pump main valves & settling tank high & low suction valves fitted with extended spindle worked from deck.

Oil pump pipe lines hydrostatically tested to 400 lb/sq. in.

All work in connection with the foregoing carried out in accordance with Rule Requirements.

Oil burning installation & steam smothering gear tested under working conditions & found satisfactory.

See approved plans

Special Reason List.

It is submitted that reference to the removal of the tank injection valve chest case, may now be deleted from the S.R. List.

Howard R. R. R.
and J. T. Bowman

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.



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