

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

No. 55/23

(Received at London Office 11 DEC 1944)

Writing Report 7th. Decr. 1944 When handed in at Local Office 7th. Decr. 1944 Port of CARDIFF.

Survey held at CARDIFF. Date. First Survey 22nd. Novr. Last Survey 6th. Decr. 1944

on the Machinery of the ~~W. 128~~ Steel "Y. 128" (No. of Visits 7)

Gross 548 Vessel built at Quincy, Mass. By whom Bethlehem S.B. Corp. Ltd. When 1930 6
 Net 321 Engines made at Cleveland. By whom Winton Eng. Corp. When 1930 6
 Power 142 Boilers, when made (Main) -- (Donkey) --
 Main Boilers -- Owners United States War Shipping Administration. Owners' Address --
 Donkey Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 Pressure -- Port Wilmington, Del. Voyage --
 Main Boilers -- If Surveyed Afloat or in Dry Dock Both. East Dock and Junction Dry Dock.
 Donkey Boilers -- (State name of Dock.)

Report No. Port Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

ulars of Examination and Repairs (if any).

Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly sed at the end of the report. State also the dates and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he offered his ces for this purpose, and why they were declined --

amage report made by anyone else? If so, by whom? --

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

" Donkey " " " " "

ate for what reasons What parts of the Boilers could not be thus thoroughly examined?

pecial means, in the absence of internal examination, were adopted by the ror to assure himself of the thorough efficiency of those parts of each Boiler?

est date of internal examination of each boiler.

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

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

screw shaft now been drawn and examined? No. Has it a continuous liner? -- Is an approved oil retaining appliance fitted at the after end? --

t now been changed? -- If so, state reasons -- Has the shaft now fitted been previously used? -- Has it a continuous liner? --

proved oil retaining appliance fitted at the after end? -- State date of examination of Screw Shaft. -- State the wear down in the

bush 3/32" Is electric light and power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

urvey is not complete, state what arrangements have been made for its completion and what remains to be done. per Report.

ne request of Messrs. Rogers & Bright (South Wales) Limited, Cardiff, acting on instruction

lved from the United States Army Authorities attended on board for the purpose of examining and

rting on the condition of the Machinery, see attached Rpt.10.

Done: Vessel examined in dry dock, propeller, sternbush and sea connection fastenings examined.

Examined starboard main generator engine cylinders, pistons, liners, covers and valves.

No. 1 Bottom end pin and bush.

The piston rings were found to be worn and slack in the liners, also slack in piston

grooves, and a number of rings broken. The inlet and exhaust valves were in a very dirty

condition and evidence of leaking was observed.

No. 1 bottom end pin and bush found in efficient condition.

The cylinder liners were gauged and found satisfactory.

Owing to the lubricating oil filters having been cut out by the Chief Engineer the oil

was in a very dirty condition. P.T.O.

al Observations, Opinion, and Recommendation: The Machinery of this vessel is eligible in my opinion

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.)

emain as classed without fresh record of survey, subject to the starboard main engine piston

grooves being machined and rings renewed, port main engine cylinders, pistons and valve being

lined, lubricating oil filters being restored and fuel oil pump overhauled before the vessel is

into service.

Fee (per Section 29) See Report 8 : : Fees applied for

Damage or Repair Fee (if any) £ : : Received by me,

(per Section 29.) expenses (if chargeable) £ : : 19

ittee's Minute FRI. 13 APR 1945

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Hamish W. G. Paton
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
 009004-009007-0178

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

The Port Engine was not opened out, but during ^{running} trial under load, the engine was smoking badly.

It is recommended that the piston ring grooves of starboard engine be machined or built up and machined and new rings fitted.

Inlet and exhaust valves be cleaned and ground in, crank case oil be changed and oil filters restored.

The port engine cylinders be opened out and examined and be dealt with as found necessary.

Both fuel oil pumps be overhauled.

Electric installation generally examined and found satisfactory.

No repairs have been carried out here so far.