

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

(Received at London Office)

8 DEC 1946

Date of writing Report 17-12-

19 46.

When handed in at Local Office

17-12-

19 46.

Port of

SWANSEA.

No. in Survey held at Port Talbot.

Date First Survey 19-3-46.

Last Survey 29-11-

19 46.

65246. on the Machinery of the Wood, Iron or Steel S.S. "WILLIAM POULSON".

Tonnage { Gross 219.
Net 78.

Vessel built at Leith.

By whom

J. Cran & Co. Ltd.

When 1917. 3.

Horse Power {

Boilers, when made (Main)

(Donkey)

No. of Main Boilers 1SB

Owners Alexandra Towing Co. Ltd.

Owners' Address

J. Cran & Co. Ltd.

When 1917.

No. of Donkey Boilers

Managers

(if not already recorded in Appendix to Register Book.)

Port Southampton.

Voyage

Steam Pressure

If Surveyed Afloat or in Dry Dock

Dry Dock. Port Talbot.

in Main Boilers

(State name of Dock)

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

CHARACTER.

* for Special Survey.

Date of last Survey and of Periodical Surveys

+100A1. for towing purposes

3,45.

Examined 3,45.

s.s.Sou.No.3 -

3,29.

s.s.Sou.No.2 - 37.

+LMC 2,37.

BS. 7,45.

00. 2,42.

Last Report No.

Port

Particulars of Examination and Repairs (if any) LMC. and Damage.

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 not required.

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

Underwriter's Surveyor.

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

" Donkey "

" "

state for what reasons done.

What parts of the Boilers could not be thus thoroughly examined?

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?

latest date of internal examination of each boiler 15th October, 1946.

Present condition of funnel(s) New.

Surveyor examine the Safety Valves of the Main Boilers? Yes.

To what pressure were they afterwards adjusted under steam? 130 15a.

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? Yes.

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? Yes.

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? Yes.

and of the Donkey Boilers?

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

shaft now been changed? No. If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 16-8-46. State the wear down in the

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

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

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

LMC. NOW DONE:- Vessel placed in dry dock, sea connections opened out and examined, fastenings of propeller, stern tube and sea connections examined. Screw shaft drawn and examined. Cylinders, pistons, valves, rods, crank, thrust and intermediate shaft, pumps, condenser and arrangements of cocks, pipes, bilge suctions, etc. examined.

Boiler together with its safety valves and mountings examined internally and externally.

Boiler tested and safety valves adjusted as above. STEAM PIPES TESTED

Electrical installation examined throughout, tried under working conditions and governor placed in order and tested.

Damage Stated to have been sustained when the vessel was sunk in collision with the s.s.

"HIGHLAND MONARCH". (Log Books not available).

FOUND:- Bed plate, engine columns and H.P. piston broken. H.P. piston rod bent (this damage apparently caused by vessel turning OVER with engines running, allowing water from the boiler into the H.P. cylinder). All parts of machinery and electrical equipment fouled by

General Observations, Opinion, and Recommendation:- The machinery of this vessel, is eligible in

(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 *LMC 9,11 or *LMC 140 lb., FD, &c.)

my opinion to remain as classed and to have fresh record of LMC. 12,46 and Screw shaft

seen 8,46.

Survey Fee (per Section 29) LMC £ 6 : 0 : 0

Fees applied for

17-12-1946.

Special Damage or Repair Fee (if any) £ 21 : - : -

Received by me,

(per Section 29.)

-

Traveling expenses (if chargeable) £ 5 : 0 : 5

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Committee's Minute

LICENCE CASE.

FRL 7 MAR 1947

signed

+ LMC 11,46

5.8.46

CERTIFICATE WRITTEN.

009008-009014-0051

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

SEE SPL. NOTE S.R.L. MACH.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

