

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

Date of writing Report.....19.....

When handed in at Local Office.....

9th April

1948

Port of

Sunderland

No. in Survey held at

Sunderland

Date. First Survey

10th March

Last Survey

6th April

1948

Reg. Book.

22215

on the Machinery of the Wood, Iron or Steel

S.S. CYRUS SEARS

Tonnage

Gross 1814

Net 1019

Nominal Horse Power

MN 330

No. of Main Boilers

2 W.T.

No. of Donkey Boilers

✓

Steam Pressure in Main Boilers

220

in Donkey Boilers

✓

Vessel built at

San Francisco Cal

By whom

Pacific Bridge Co

When

1943

Engines made at

Alameda Cal

By whom

Pacific Bridge Co

When

Boilers, when made (Main)

(Donkey)

Owners

Ministry of Transport

Owners' Address

Managers

Stephenson Clarke Ltd

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

Port

Voyage

If Surveyed Afloat or in Dry Dock

Both

(State name of Dock.)

Messrs J. P. Austin

ast Report No.

Port

articulars of Examination and Repairs (if any)

Class. Dty. L.M.C.

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.

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

✓

as 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 " " "

✓

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

P & S 18-3-48

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?

main drum 225 lbs

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?

✓

Is the screw shaft now been drawn and examined?

No

Has it a continuous liner?

✓

Is an approved oil retaining appliance fitted at the after end?

No

Is 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

✓

State the wear down in the stern bush

3/16

Is electric light and/or power fitted?

yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

yes

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

yes (See elect 1st Entry)

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

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, propeller and outside fastenings examined and found in good order.

M.C. The following machinery parts opened up and examined - all main engine cyls, pistons, valves and chests, main and aux. condenser (under water test), 2 main feed pumps, 1 harbour feed pump, aux. circ. pump, port ballast pump, windlass, steering engine and pumping arrangements. Sizes of bilge injection valve and direct bilge suction valve verified. Main boilers examined internally and externally complete with manholes, doors, fastenings, superheaters and mountings. Safety valves adjusted under steam as stated.

Repairs (W & T)

H.P. piston rod machined. H.P. piston valve - rings and springs renewed.

M.P. piston valve - rings (solid) renewed. M.P. piston ring renewed.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel is in my

(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 alterations 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.)

CS 3,34,

Opinion eligible to be classed and to have the record LMC 4,48 Subject

to L.P. cylinder repair being again examined by 4,49.

Survey Fee (per Section 29)

LMC

£ : :

Fees applied for

19

Special Damage or Repair Fee (if any) (per Section 29.)

See in

£ : :

Received by me,

19

Travelling expenses (if chargeable)

£ : :

C. Booker

J. Ince

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 11 MAY 1948

Assigned

See minute on file.

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Lloyd's Register Foundation

009848-009859-0117 1/2

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

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



L.P. cylinder top port (both ribs fractured for several inches) repaired by fitting 2 1" diam. top bolts. See sketch below. Limits of fractures are inaccessible for drilling but are centre punched for reference.

It is recommended that this repair be again examined by 4, 49.

H.P. & L.P. valve spindles machined

All patent gland packings renewed

Feed, ballast, bilge, and circulating pumps overhauled and new piston and bucket rings fitted

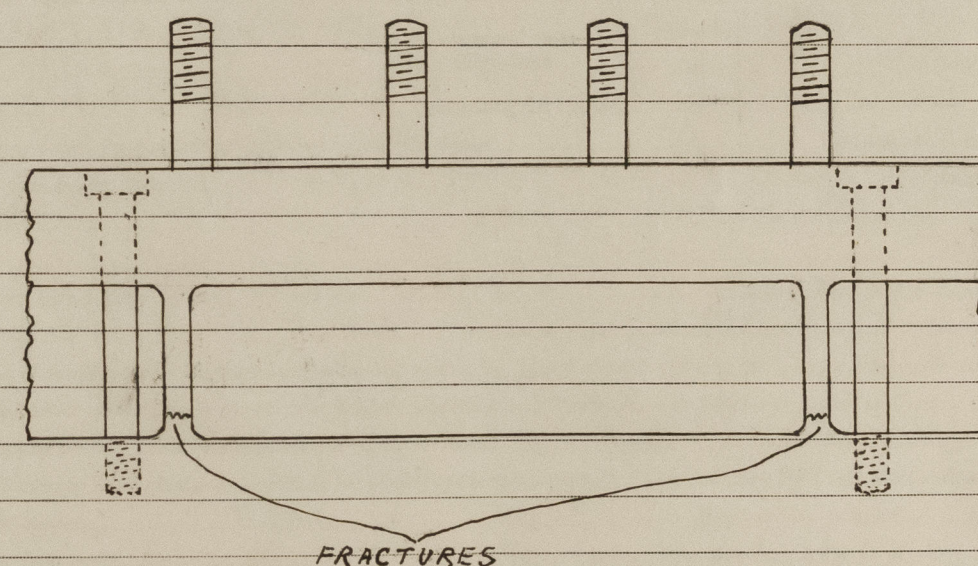
Main boilers - 1 22" tube renewed in Std. boiler. Main stop valves converted from S.D. to S.D.N.R. New seats fitted to all 4 feed check valves. Master blow down valves converted from S.D. to S.D.N.R.

The owners supt<sup>r</sup> did not agree to fit bilge suction to the fore end P.S. of the aft hold.

Automatic boiler feed regulators are not fitted but it is stated that these will be fitted first opportunity.

Main engine and auxiliary machinery tried out under working conditions with satisfactory results.

#### L.P. CYL. REPAIR



After raising steam, 2 saturated steam pipes to superheat header on Std. boiler were found leaking. These were cut out and plugs fitted.

BB.