

No. 106705

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

(Received at London Office 10 NOV 1949)

Reporting Report 29<sup>th</sup> Oct 1949 When handed in at Local Office 4 NOV 1949 Port of NEWCASTLE-ON-TYNE

Survey held at South Shields Date First Survey 19<sup>th</sup> Sept Last Survey 22<sup>nd</sup> Oct 1949 (No. of Visits 20)

on the Machinery of the Wood, Iron or Steel TURBO ELECTRIC 'ZIE TOUN'

Gross 10720 Vessel built at Mobile, Alabama By whom Alabama D. D. & S. B. Co. When 1945

Net 6370 Engines made at Lynn By whom General Electric Co. When 1945

Boilers, when made (Main) 1945 (Donkey) ✓

Boilers 2 WT (Spr) Owners Baltic Trading Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers 500 lbs Port London Voyage ✓

If Surveyed Afloat or in Dry Dock Both The Middle Docks & Eng. Co.

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

CHARACTER.	Years assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
100A1 2.49		BS 2.49
(Classification Contemplated)		CLN 1.49
Exam. 7.48		NTB

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.

Report made by anyone else? If so, by whom? Yes

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

For what reasons? Donkey What parts of the Boilers could not be thus thoroughly examined?

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? 6.10.49

Date of internal examination of each boiler. Present condition of funnel(s) Efficient

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 500 lbs 480 lbs (spr)

Surveyor examine the Safety Valves of the Donkey Boilers? Yes 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? ✓

Shaft now been drawn and examined? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

When changed? If so, state reasons. Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the 3/32

Is electric light and/or 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? Yes. Please see Electrical Surveyor's report.

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

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

Vessel placed in drydock, examined propeller, aft end of stern bush, sea connections and side fastenings, and found in efficient condition.

Steam turbine, both 525 K.W turbines and gearing, thrust and intermediate shafts, condensers (WT) in motor cooler (WT), evaporators, all auxiliary pumps, pumping arrangements, electric hydraulic wing gear, and windlass engine opened up, examined and found or now placed in efficient condition.

Boilers with their superheaters, mountings and safety valves examined and found or placed in efficient working condition. Boilers tested hydraulically, examined under steam and safety valves adjusted to the above stated pressures. Oil fuel installation tested under working conditions, and a general examination made of the fuel tank valves, deck control gear discharge pipes between the pumps and burners. The CO2 fire installation examined and tested by representative of the 'Walter Kidde Co. Ltd.' Copy of certificate attached.

in and auxiliary machinery examined under working conditions and found efficient. (Continued)

Observations, Opinion, and Recommendation: The machinery of this vessel is

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, BMS 9.11 \*LMC 9.11 or \*LMC 140 lb., FD, &c.)

Fees applied for: Surveyor Section 23, Repair Fee (if any) Section 29, Sunday Fee, Expenses (if chargeable)

Received by me, Chas. White, Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 20 DEC 1949

Lmc 10.49 (with endorsement)



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

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

T.E.S.

'ZIETOUN'

W & T repairs.

Main turbine exhaust belt tie stays fitted with split steel sleeves and E.W in way of erosion.

Main circulating pump impeller, complete with shaft and sealing rings renewed (worn).

Both fuel oil unit pump scrolls renewed (worn).

Both lubricating oil pump ball races (4) renewed.

Windlass control valve chamber bored out, liner fitted and valve machined to suit. Port & starbd. gypsies rebushed. (4).

Spare screwshaft (original) placed on board at this time.

Identification marks New liner fitted LR 2158 C.P. 12/4/49

Ship's side blow down valve fitted with an indicator showing 'open' and 'shut' positions.

Port boiler - water gauge valves replaced by 'Klinger' type water gauge cocks.

Starbd boiler - water gauge valves replaced by 'Klinger' type water gauge cocks.

Auxiliary stop valve chest removed from boiler shell, seat renewed (screwed) and valve chest rejointed.

200 air pre heater tubes renewed (hotted).

Outboard 5.25K.W turbo generator. - Approx. 8" circ. in the 5<sup>th</sup> row of rotor blading found damaged. Time did not permit for this stage to be rebladed at this time, so the remaining blades were removed and rotor balanced. Machine examined under full load conditions and found efficient.

Owner's rept. stated that the 5<sup>th</sup> row of this rotor will be re-bladed first opportunity.

*W. White*

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