

No. 106705

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

(Received at London Office)

10 NOV 1949

Reporting Report 29th Oct 1949 When handed in at Local Office 4 NOV 1949 Port of NEWCASTLE-ON-TYNESurvey held at South Shields Date First Survey 19th Sept Last Survey 22nd 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

Boilers 500 lbs Managers Port London Voyage

Boilers 480 lbs (spr) If Surveyed Afloat or in Dry Dock Both (State name of Dock.) The Middle Docks & Eng. Co.

Port No. Port

of Examination and Repairs (if any) Classification & LMC.

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

Where the Surveyor has not made a special damage report he is required to state whether he offered his report for this purpose, and why they were declined.

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? Yes

Donkey

For what reasons? 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?

Date of internal examination of each boiler 6.10.49

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?

Shaft has been 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

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.

If 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.

Main turbine, both 325 H.P. turbines and gearing, thrust and intermediate shafts, condensers (WT)

in motor cooler (WT), evaporators, all auxiliary pumps, pumping arrangements, electric hydraulic

lifting 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

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.

Main 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.)

Signable in my opinion to have record LMC 10, 49.

Fitted for oil fuel (1945) F.P. above 150°F.

Fees applied for

Received by me,

TUES. 20 DEC 1949

Lmc 10.49

(with endorsement)

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Lloyd's Register

Foundation

010519-010525-0093 1/2

010519-010525-0094

T.E.S.

'ZIE TOUN'

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 & starboard gyppys 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 'Klingers' type water gauge cocks.

Starboard 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 (rotted).

Outboard 5.25 K.W turbo generator. - approx. 8" circ. in the 5th 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 supt. stated that the 5th row of this rotor will be re-bladed first opportunity.

W. White.

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