

9. /R. No. 113446

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

(Received at London Office JUN 1956)

Date of writing Report 28-5-56 When handed in at Local Office 1 JUN 1956 Port of Newcastle-on-Tyne

Book Survey held at South Shields Date First Survey 15-5-56 Last Survey 24-5-19 56 (No. of Visits 5)

on the Machinery of the ~~Wood Iron or Steel~~ M.V. "ERLING RØGENAES" Ex "WAZIRISTAN"

Gross 9115 Vessel built at Port Glasgow By whom Lithgows Ltd. Year 1950 Month 4

Net 5262 Engines made at Glasgow By whom D. Rowan & Co., Ltd. When 1950

er Rule 900 Boilers, when made (Main) - (Donkey) 1950

in Boilers - Owners D/S A/S Theologos (Nils Røgenaes) Owners' Address -

Key Boilers 2 Managers - Port Haugesund Voyage -

essure - If Surveyed Afloat or in Dry Dock Both at Middle Docks & Eng. Co. Ltd. South Shields.

ey Boilers 180Lbs. Sq. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

ars of Examination and Repairs (if any) Dkg. - Damage & T.S.

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

HULL	MACHINERY
+100 A.1 S.S. 6.54	+LMC CS 6.54
	nd 4.50
	d 6.54
	T.S.C.L. 5.55
Carrying Petroleum in Bulk	

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

re report made by anyone else? If so, by whom? Underwriters Surveyer

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

" Donkey " " " No

for what reasons Not Due

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

means, in the absence of internal examination, were adopted by the }
 o assure himself of the thorough efficiency of those parts of each Boiler? } -

ate of internal examination of each boiler - Present condition of funnel(s) Good

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

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

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

eyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

eyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

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

been changed? No 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 17-5-56 State the wear down in the 3/16"

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? -

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

hen referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

AGE:-

age stated caused by a fire in the stokehold in the Red Sea whilst on a laden voyage from a-al-Ahvide to Thames Haven on the 28-3-56.

DONE FOR DAMAGE:-

pected port side of stokehold to electric cables running from main switchboard to emergency erator panel on boat deck, and air trunking of port boiler, and forced draught fan.

AGE FOUND:-

eral cables, of circuits given below, found fire damaged and hanging from cable tray, and cables temporally suspended in position supplying galley and W/T, air trunking over front port boiler fractured in one place.

ed draught fan impeller found distorted and fouling casing.

Continued on page 2....

bservations, Opinion, and Recommendation:-

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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

achinery of this vessel, so far as now seen, is in safe working condition, eligible my opinion to remain as now classed in the Register Book with fresh record of .C.L. 5.56.

ection 23) T.S. £ 30 : 0

amage or Repair Fee (per Section 23.) £ 77 : 0

g expenses (if chargeable) £ : :

Received by me, 6 JUN 1956

TUESDAY - 7 AUG 1956

As now without apl. com (with torsional endur)

S 5.56

Engineer Surveyor to Lloyd's Register of Shipping.

F. SOUTHERN.

Lloyd's Register Foundation

010640-010651-0013 1/2

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

Is Certificate required? If so, to be sent to

NEWCASTLE-ON-TYNE	17-5-56	South Shields	17-5-56	NEWCASTLE-ON-TYNE
M.V. "ERLING ROGENAES" Ex "WARRISTAN"	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
Lithgow Ltd. 1950	Port Glasgow	Port Glasgow	Port Glasgow	Port Glasgow
D. Rowan & Co., Ltd. 1950	Glasgow	Glasgow	Glasgow	Glasgow
Haugesund	D/S A/S Theofagos (Mrs Rogenaes)			
Both at Middle Docks				
Eng. Co. Ltd. South Shields				
180 lbs. Sp.				
Eng. - Damage & T.S.				
4100 A.I.S.S. 6.24 + LMG 08 6.24				
nd 4.50				
6.24				
T.S.O.L. 2.52				
Carrying Petroleum in Bulk	Underwriters Surveyor	Underwriters Surveyor	Underwriters Surveyor	Underwriters Surveyor
Not Required				
No				
Good				
Yes				
17-5-56				
Yes				
Complete				

Damage:-
 Damage stated caused by a fire in the stokehold in the Red Sea whilst on a laden voyage from
 ena-al-Ashida to Thames Haven on the 28-5-56.
 Damage found:-
 Several cables of circuits given below, found fire damaged and hanging from cable tray, and
 new cables temporarily suspended in position supplying galley and W/T air trunking over front
 port boiler fractured in one place.
 Forced draught fan impeller found distorted and fouling casing.

Continued on page 3....

The machinery of this vessel, so far as now seen, is in safe working condition, eligible
 in my opinion to remain as now classed in the Register Book with fresh record of
 S.C.L. 2.56.

T.S. 200
 XXXX 170

T. SOUTHERN

DAMAGE REPAIRS:-
 Galley and W/T new cables clipped to existing trays.
 Cables temporarily removed at main switchboard, refitted in position.
 The following damaged cables renewed in their entirety:-
 Refrigerating machinery cables, stokehold lighting cables, bilge light cables,
 navigation light cables and auxiliary generator, main and control cables.
 Above carried out in accordance with the Rule Requirements, and insulation
 test found to be satisfactory.
 Air trunking repaired by removing a panel in way of fracture, and welding
 a new panel in place.
 A new impeller fitted satisfactorily in forced draught fan.

NOW DONE FOR DOCKING AND T.S.:-
 Vessel placed in drydock, propeller, stern bush and outside sea fastenings
 examined. Screwshaft drawn in and examined.

T. Southern

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