

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

(Received at London Office 12 MAR 1951)

Date of writing Report 4.3.51. When handed in at Local Office Port of GIBRALTAR.

No. in Survey held at GIBRALTAR. Date. First Survey 1.3.51 Last Survey 4.3.51

74329 on the Machinery of the ~~Steel~~ S.S. "ROCKSIDE".

Tonnage { Gross 7175 Vessel built at P. Rupert, BC. By whom Prince Rupert D.D. & Shipyards. When 1944 3

Net 4335 Engines made at Montreal. By whom Canadian Allis-Chalmers, Ltd. When "

Nominal Horse Power 628 MN Boilers, when made (Main) 1944 (Donkey) --

No. of Main Boilers 2WTB Owners Andros Shipping Co. Ltd. Owners' Address Galveston to

No. of Donkey Boilers -- Managers Atlantic Shipping Agencies Ltd. Port Montreal Voyage Bombay.

Steam Pressure in Main Boilers 250 (spt 230). If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers -- (State name of Dock.)

Last Report No. 5328. Port Gls. --

Particulars of Examination and Repairs (if any) Repairs to H.P. Piston Valve Liner.

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.

Where 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

Was 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?

Did the Surveyor go inside Donkey Boilers? If so, by whom?

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?

What is the latest date of internal examination of each boiler?

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

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? 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? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the 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

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

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

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

As the survey is not complete, state what arrangements have been made for its completion and what remains to be done. The vessel sailed from Galveston on the 4th February 1951 for Bombay via Gibraltar, in loaded condition, and it is stated that on the 20th February the Main engines pulled up. Upon investigation, it was found that H.P. Piston valve liner had moved upwards thereby restricting the port openings. The Chief Engineer removed the Piston valve, and restarted the engines compounded, and with reduced steam pressure. The vessel continued on passage in this manner until she reached Gibraltar on the 1st March 1951.

I found and recommended as follows:-

FINDINGS. **RECOMMENDATIONS & REPAIRS EFFECTED.**

H.P. Piston Valve. Valve spindle withdrawn, Piston valve liner pressed back into place by means of strong back and screw gear. Ridge ground off top of the liner. Four steel dowels 3/4 inch dia. by 1 1/2 inches long screwed into top of liner and casing. Piston valve rings re-fitted an easy fit, and valve settings checked. All gear re-assembled by the ship's engineers assisted by men from Repair Works.

The repairs have been carried out to my satisfaction, and the Main engines found in good order and tested under working conditions.

Observations, Opinion, and Recommendation:-

It is recommended that Vessel remains as now Classed and is allowed to proceed on intended voyage, subject to a further examination of the H.P. Piston valve liner being carried out before leaving Bombay.

(per Section 29) £ 14 : 14 : 0 Fees applied for 4.3.51. Received by me, *M. Stenbury* Engineer Surveyor to Lloyd's Register of Shipping.

Travelling expenses (if chargeable) & Sunday. £ 4 : 4 : 0

Committee's Minute / Assigned

THU 12 APR 1951

Deferred - await Bpm rpt

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register THURS 24 MAY 1951



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

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

2003.45 - Transfer (The Surveyors)

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