

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

(Received at London Office 3 AUG 1950)

Date of writing Report 25<sup>th</sup> July 1950 When handed in at Local Office 31.7.1950 Port of Glasgow

No. in Survey held at Glasgow Date. First Survey 26.4.50 Last Survey 16.6.1950 (No. of Visits... 10)

on the Machinery of the Wood, Iron or Steel Agate (by Norfolkbrook)

Gross 873 Vessel built at Gt. By whom Gt. S. B. & Repg Co. Ltd. When 1941 Month 3.  
 Net 459 Engines made at Glasgow By whom British Auxiliaries Ltd. When 1941  
 Main Boilers - Boilers, when made (Main) (Donkey)  
 Owners Wm Robertson Shipowners Ltd. Owners' Address  
 Managers Wm Robertson (if not already recorded in Appendix to Register Book.)  
 Port Glasgow Voyage  
 Donkey Boilers -  
 Main Boilers -  
 Donkey Boilers -  
 H. Surveyed Afloat or in Dry Dock Queens Dock  
 (State name of Dock.) Troon

Report No. Port

Particulars of Examination and Repairs (if any) Part of continuous survey & repairs machinery alterations.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

In 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.

Has 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? Here fitted

Donkey " " " fitted

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler Present condition of funnel(s) Fitted

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? No 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 bush Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

For Advancement of B.O. Main Engine: Examined all cylinders, liners, covers, valves and valve gear, pistons, gudgeon pins and bushes, connecting rods, crosshead pins and bearings, main bearings and journals, camshaft and bearings, crank gear and all attached pumps.

Auxiliaries: Examined Lister and Packman-Ricardo Diesel generator engines (P/Side forward and aft respectively) in their entirety together with their attached pumps and coolers (flooded), auxiliary air compressor (motor driven), general service pump and fresh water cooler (flooded), fresh water circulating pump.

Repair: Main Engine: Crankshaft pins and journals machined (finished size 169 mm diam) and all main bearings renewed.

All pistons, rings, gudgeon pins, bushes, bottom end bearings and bolts renewed. (Photos see following).

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

(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 alteration 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.)

In my opinion remains as classed with fresh record of +LMC-C5 (with a note) for the survey is completed. Main engine not to be operated continuously between 143 and 173 R.P.M.

Fee (per Section 29) Part 6.5 1/3 : 8 : - Fees applied for 2 AUG 1950

Special Damage or Repair Fee (if any) 6 : 6 : - Received by me, Thomas Donatascio & B. Haffner

Travelling expenses (if chargeable) Elect 1 : 0 : 0

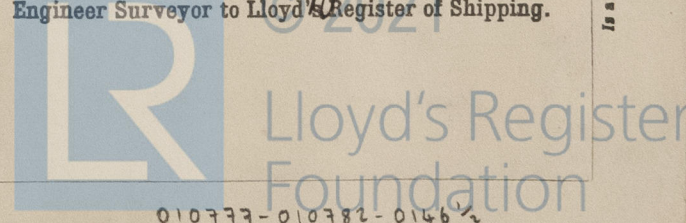
Committee's Minute GLASGOW 2 AUG 1950

Engineer Surveyor to Lloyd's Register of Shipping.

signed See lyls 75785 A

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

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



010777-010782-0146



Repairs continued.

Auxiliaries: A new 2<sup>nd</sup> hand Daymar-Ricardo Diesel engine together with its electric generator (30 k.w.) has now been satisfactorily installed port side of engine room. The above machine (Type AR 322), examined and after tests tested under working conditions with satisfactory results replaced an original Liebert Diesel generator (30 k.w.) now removed to storage ashore.

A reconditioned motor driven Hammworthy type of air compressor N°39542, examined and tested, has also been installed in the engine room, port side aft.

The Owners have taken the opportunity at this time to carry out the following machinery alterations.

The original sea water cooling system to main and auxiliary machinery of this vessel have now been dispensed with and a complete new arrangement of fresh water cooling has now been fitted, in good order and in accordance with Rule Requirements and plans approved on the 19<sup>th</sup> April 1950. The additional machinery in connection with the above, are one reconditioned motor driven fresh water circulating pump (Drydock N°50894) and a new Beck F.W. cooler.

On completion of repairs and alterations, main and auxiliary machinery tested under working conditions with satisfactory results.

Electrical Equipment:- A special survey of the electrical equipment carried out. The following repairs and modifications have been effected at this time:- 12kw generator removed ashore and replaced by diesel engine driven generator - Highland Engineering Company N°TX1039 30kw 225V 133A 1100 r.p.m. (used, reconditioned machine); Switchboard modified to suit new arrangement; two used and reconditioned motors and control gear installed to drive compressor and circulating water pump; existing motors and control gear overhauled; Engine Room circuits rewired; numerous minor repairs to remainder of installation.

On completion of the above work, all circuits examined, the installation tried under working conditions, installation resistance tests made and all found satisfactory.

*SH.*

The Owners Representative states vessel proceeding to Green for Drydocking and fitting of the new propeller.

NOTE:- The rating of this main engine has now been increased to 625 B.H.P. at 385 R.P.M.

with a service speed of 340 R.P.M. and a notice board has now been fitted at the control station in the engine room stating that the engine is not to be operated continuously between 143 and 173 R.P.M. the engine tachometer is also marked accordingly.

Notes  
with Indorsement

22/8/50