

No. 19191.

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

(Received at London Office

24 OCT 1947)

of writing Report 22-10-1947 When handed in at Local Office 22-10-1947 Port of Southampton

Survey held at Southampton Date First Survey 1-7-47 Last Survey 1-10-1947

738 on the Machinery of the Wood, Iron or Steel S^c. M.V SANDSKIPPER & EMPIRE SKIPPER (No. of Visits)

Gross 313 Vessel built at Thorne Doncaster By whom R Dunstan Ltd. Year 1943 Month 10

Net 143 Engines made at Manchester By whom Crossley Bros Ltd. When 1943

Power 97 M.N. Boilers, when made (Main) (Donkey)

Main Boilers Owners South Coast Sand & Ballast Co Ltd Owners' Address As recorded

Donkey Boilers Managers If Surveyed Afloat or in Dry Dock In No 3 Dry Dock S'ton

Pressure Main Boilers (State name of Dock.) and afloat. Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Report No. Port

Particulars of Examination and Repairs (if any) Special Survey.

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 Not required

damage 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?

Donkey

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

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

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

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Not due Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? Yes

Shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the bush 23,000 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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Completed

done: Docking. Vessel placed in drydock. The propeller, after end of Stern-bush, and side and outside fastenings of sea connections examined and found in good order.

Shaft wear down gauged and found to be as stated. Sea cocks and valves, opened, examined, ground and repacked.

in Engine. Crossley 5 Cylinder Diesel Engine. Completely opened up and examined, including, cylinders, covers, valves, gear, liners, pistons, connecting rods, gudgeon pins and bushes, bottom ends, crankshaft, journals and crankpins, all main bearings, Scavange Pump, bottom end and crankpin. Main Engine driven Air Compressor, oil and cooling water pumps, Thrust, Exhaust manifold. Fuel and lubricating pumps. Repairs of minor nature effected at this time. Crankshaft Alignment examined, deflection readings examined and found to be satisfactory.

Auxiliary Machinery. Port side Auxiliary Engine (Ruston 2 Cylinder Diesel Engine) running 5 K.W. Electric Generator, Hamworthy 2 Stage Air Compressor and Centrifugal General Service P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen

(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 149 lb., FD, &c.)

in a good and safe working condition and is eligible in my opinion to remain as classed with fresh record of *LMC 10-47.

Fee (per Section 29) £ 12 : - : - Fees applied for

Electrical Equipment 5 : - : - 23/10/1947

Damage or Repair Fee (if any) (per Section 29.)

Expenses (if chargeable)

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

G. M. MacDonald

14 NOV 1947

+ LMC 10.47

CERTIFICATE WRITTEN.

011657-011664-0037

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

M.V. SANDSKIPPER, EMPIRE SKIPPER (continued)

Pumps. The 2 cylinder Lister Engine, 2 Stage Air Compressor and Centrifugal General Service Pump. Completely opened up and examined. Repairs effected at this time.

2 cylinder Lister Engine. 2 cylinder liners, 2 Pistons and Gudgeon pins, 2 bottom ends and bolts renewed. Air Compressor. bottom end and bolts, ~~also~~ all suction and delivery valves, and piston rings renewed.

Windlass (driven through vertical gear shaft, by Blackstone, Lister, 2 cylinder Engine) Windlass and Engine completely opened up, examined, and found or now placed in good working order.

2 Starting Air Flasks cleaned, examined internally and found to be in good condition. Both Flasks were tested by hydraulic pressure to 750 lbs per square inch. All valve mountings were opened up, examined and overhauled.

Electrical equipment. The dynamo, switchboard, all electric wiring circuits, junction and fuse boxes throughout the vessel, Megger tested as per rule, and found or now placed in good order.

On completion of repairs, the Main and Auxiliary machinery was tried under working conditions and found satisfactory.

L. M. MacDonald.

SS Am 10.47 field.

It is submitted that this
vessel is eligible for THE
RECORD. + LMC 10.47.

L.M.
12/11/42



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