

No. 25439

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

(Received at London Office)

Report made on 30th. Nov. 48. When handed in at Local Office 30th. Nov. 48. Port of NEWPORT, Mon.

Survey held at NEWPORT, Mon. Date. First Survey 21st. Oct. Last Survey 19th. Nov. 48.

In the Machinery of the ~~Wood, Iron or Steel~~ S.S. "ST. ARVANS" (ex "Samlyth")

Vessel built at Baltimore By whom The Bethlehem Fairfield Shipyard Inc. When 1944 -

Engines made at Harrison, N.J. By whom Worthington Pump & Machinery Corp. When 1944.

Boilers, when made (Main) 1944 (Donkey) -

Boilers 2W.T. Owners The South American Saint Line, Ltd. Owners' Address -

Boilers - Managers - Port Newport, Mon. Voyage -

Boilers 230 If Surveyed Afloat or in Dry Dock Yes - C.H. Bailey's D.Dk. & Alexandra Dock.

Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

of Examination and Repairs (if any) CLASSIFICATION.

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 services for this purpose, and why they were declined.

Report made by anyone else? If so, by whom?

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

Donkey " " " "

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

Means, in the absence of internal examination, were adopted by the? -

Secure himself of the thorough efficiency of those parts of each Boiler? -

Of internal examination of each boiler Stbd. 26/10/48. Port 2/11/48.

Examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 230 lbs. per sq. inch.

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

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

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 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 1/8" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Examined cylinders, pistons, slide valves and casings, crank, thrust and inter shafting,

The pumps, main and auxiliary condensers, pumping arrangement with valves, ballast, bilge and

All essential auxiliaries, propeller, after end of stern bush, sea cocks, valves and

Main boilers and superheaters with all mountings, safety valves, oil fuel installation

Extinguishing apparatus, and found or placed in good condition.

Fire gear placed to Rule requirements.

Liners in water end of bilge and ballast pump renewed, and pumps overhauled.

Two independent main feed pumps overhauled.

Main circulating pump impeller shaft renewed.

Main engine bilge pumps with suction and delivery valves overhauled.

Fore water end chest fitted to auxiliary condenser air and circulating pump.

Oil fuel transfer pumps and oil fuel unit pumps opened up, and minor repairs effected.

Main and auxiliary condensers, cleaned and tested.

Observations, Opinion, and Recommendation: The boilers, machinery and electrical installation of

Only 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.)

Have been built and installed in accordance with A.B.S. Register, have now been examined

, and as far as now seen are in efficient condition, and in my opinion eligible to be

with this Society with notation of L.M.C.11,48. Items in circulars 1871 & 1874 to be

with at first convenient opportunity.

Section 29) LMC 2 48: 0: 0 Fees applied for

ELECTRICAL 12: -: - Received by me, 19

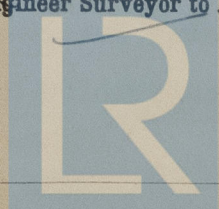
Repair Fee (if any) 12: -: -

Is (if chargeable) £: -: -

FRI. 28 JAN 1949

See minute on file

J. L. Smith
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

011834 - 011843 - 0282 1/2

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

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

Newport Mon.

Continuation of Report No. 25439 dated 30th Apr, 1948 on the

S.S. "ST. ARVANS"

ers (Contd.)

Propeller slacked back and large end of Tail Shaft cone examined.

New distance piece fitted to boiler blow-down valve.

Crankshaft wear down taken with bridge gauge and found .047" maximum.

Fan engine examined throughout - extended spindle to control valve satisfactory.

Centre and inboard electric engines steam ends bored, new pistons and valves fitted.

Steering engine and telemotor opened up, overhauled by Makers' representative, tried under steam, and found satisfactory.

ers:

Port and starboard boilers and superheaters cleaned and examined. (please see First Entry Report 4 for particulars).

Main and auxiliary feed checks and automatic control valves examined and placed in good order.

Two tubes in port boiler bottom row renewed, mountings overhauled as necessary.

New shut off cocks, Todd type, have been fitted to each burner, ensuring that burner cannot be removed without first shutting off oil supply. Funnel dampers fitted.

An oil gutterway has been fitted on tank top after of boilers. Suctions to gutterway from bilge line being fitted at Barry, (please see Bry. Rpt. for particulars).

C.O₂ Fire smothering apparatus dismantled and a steam supply now fitted with valve outside engine room. Arrangement tried and considered satisfactory.

New hot pressure filters of Auto Klean type fitted to bulkhead for'd. of boilers. Imedid not permit valves, etc., being fitted. The Owners' Superintendent stated it will be fitted at first opportunity.

Pumping arrangements were tried and found satisfactory, elbows and blanks being provided in ballast and oil fuel lines. The for'd. and after deep tanks are now cleaned for carrying vegetable oil in bulk - steam heating coils were tested and found tight.

The main engines were tried in dock under working conditions and found satisfactory.

ulars 1871 & 1874: All valves - settling tank suction and master suction valves, deep tank suction valves, steam control to fuel oil unit pumps and fan engine tried and found satisfactory.

The main boiler and evaporator blow down valves do not conform to Rule requirements, new valves have been ordered and will be fitted next drydocking.

The screw shaft will be drawn for examination when due. Stated examined by B.C. March, 1948.

Spare T.S. in vessel made to British Corporation requirements, (see sketch).

rical Installation (60 K.W.) A Special Survey of electric generators, switchboard and fittings, main and auxiliary conductors, distribution and fuse boxes and electrical appliances carried out and found or placed in good condition.

The insulation resistance on machines and all circuits carried out, all defects made good, and now conform to Rule requirements.

The governor on each machine tried when main breaker tripped, and found satisfactory.

Centre and inboard commutators cleaned, and brush and brush holders overhauled and/

and reset.
Wiring in accommodation amidships renewed.
New water-tight plugs fitted to searchlight.

Minor other repairs effected

(Please see First Entry Rpt. for particulars).



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