

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

Date of writing Report

19

When handed in at Local Office

29 APR 1948

(Received at London Office

Port of

NEWCASTLE-ON-TYNE

No. in
Reg. Book.Survey held at *Blyth*

Date. First Survey

8th March

Last Survey

24th Mar. 1948

24330

on the Machinery of the ~~Wood, Iron or Steel~~ *ss. steamer**"FREEMAN HATCH"*(No. of Visits *8*)

Tonnage { Gross *1793*
Net *995*

Vessel built at *Wiscousin USA*By whom *Leathem D. Smith S.B. Co*

Year. Month.

Nominal
Horse Power *394*Engines made at *Corby Pa.*By whom *Ajax Uniflow*When *1943*No. of Main Boilers *2 WT*Boilers, when made (Main) *1943*(Donkey) *✓*When *1943*No. of Donkey Boilers *✓*Owners *Ministry of Transport on*

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure (Design)
in Main Boilers *250 LBS*Managers *Wm. Long & Son Ltd*Port *London*

Voyage

in Donkey Boilers *✓*If Surveyed Afloat or in Dry Dock *Both - Blyth DD-586*

(State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Classification

(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.)

In 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? *Yes*

" " Donkey " " " " *✓*

If this was not done, state for what reasons *✓*

And what parts of the Boilers could not be thus thoroughly examined? *✓*

Also 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? *✓*

State latest date of internal examination of each boiler *Both 11th March 1948*

Present condition of funnel(s) *Good*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *Drum - 245 LBS*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓*

To what pressure were they afterwards adjusted under steam? *SHT. 225 "*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes*

, 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? *Yes*

, and of the Donkey Boilers? *✓*

Has the screw shaft now been drawn and examined? *no*

Is it fitted with continuous liner? *✓*

Is an approved appliance fitted at the after end of

Has shaft now been changed? *✓* If so, state reasons *✓*

the shaft to permit of it being efficiently lubricated? *no*

Has the shaft now fitted been previously used? *✓*

Has it a continuous liner? *✓*

Is an approved appliance fitted at the after end of

State date of examination of Screw Shaft *✓*

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. *3/32 "*

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

Is electric light and/or power fitted *Yes*

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? *see separate electrical report.*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Complete*

It was stated by the Owner's representative that the machinery of this vessel had been completely opened out, & surveyed by Surveyors to the British Corporation at Newport, Feb-April 1947

In accordance with instructions contained in London letter Ref. S. dated 17.2.48 a general examination of the machinery has been held with a view to the vessel & its machinery being classed with this Society has been done - Vessel placed in drydock. Propeller, aft end of stern bush & the outside fastenings examined & found & placed in good order. Wear down found satisfactory sea connections (suction & discharge) opened out, examined &

General Observations, Opinion, and Recommendation: *The machinery of this vessel*

(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, B.S. 9,11, B.E.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as far as now seen, is in good working order, & eligible in my opinion for classification, with the record of L.M.C. 3.48 in the Register Book.

subject to bilge suction see Rpt 68

Survey Fee (per Section 20) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

Supervision (per Section 20) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute *FRI. 28 MAY 1948*

Assigned *See FE mch. rpt*

J. Bowman
Engineer Surveyor to Lloyd's Register of Shipping.

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found or placed in good order. Bilge injection valve verified non-return valve, 8" dia.

The following machinery was opened out, examined, scantlings checked where applicable, & found or placed in good order.

M. Eng:- Forward crank pin bearing
condensers (tested).

Auxiliaries:- Bilge ballast pump, general service pump, aux. circulating pump, bilge pump, & windlass.
Aux. condensers (tested). Steering engine generally examined
Pumping arrangements examined & tried under working conditions.

Main engines & remainder of auxiliary machinery generally examined, tried under working conditions & found satisfactory

Boilers - P+S. watertube boilers examined internally & externally together with mountings (including feed regulators) manholes, doors & fastenings, also superheaters, & all found or placed in good order. Steam drum safety valves & superheater safety valves adjusted under steam to 245 LBS/SQ" & 225 LBS/SQ" respectively
Scantlings checked as far as practicable

Alterations & repairs:-

Bilge bulkhead valves (5) i.e. Fore Hold P+S; Aft Hold P+S; & tunnel well, dispensed with & extended spindles removed
Bilge distribution valve chests for all compartments opened out & verified non-return valves
Bilge pump suction chest examined & the sea connection blanked off (see diagrammatic sketch)

It was recommended that 2" bore bilge suction be fitted at P+S wings of aft hold (fwd end), and it was stated by the Owner's representative that present arrangements with the Ministry of Transport would not permit of the recommendation being carried out at this time

One of the original 7" x 10" x 12" feed pumps has now been removed & replaced by a Wain's feed pump - 6" x 8½" x 18"

Minor repairs effected.

J. Bowman.

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



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