

2 MAY 1950

(Received at London Office

C A R D I F F.

Year.      Month.

CHARACTER. * For Special Survey. Date of last Survey and of Periodical Surveys.	Years passed now expired.	Machinery and Boller Surveys (including date of N.B., if any)
BS*		MBS*11,45
With Freeboard		BlrS.12,48
8,49		C.L.N.12,48
s.Ant.No.1-		
11,45		
Annual Survey		
7,48		

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

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 P.12/4/50. C.12/4/50. S.12/4/50. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 220 lbs

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? yes and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boilers? yes

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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has shaft now been changed? no 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

stern bush rewooded Is electric light ~~and~~ 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 no 500 5000 10000

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

Now done on account of damage stated to have been sustained during heavy weather on various dates

from October 21st, 1949 to 1st, November 1949 on laden voyage from Lourenço Marques to Lobeto.

Vessel placed in drydock, propeller (slack), drawn, tailshaft drawn in, intermediate shafting

and bearings opened, examined and found in misalignment, thrust shaft opened, examined and found

bearings wiped, crank shaft opened and found bearings wiped and misaligned, cylinders, pistons,

rods, valves, chests and spindles examined, and joint between A.P. and M.P. found leaking, and

H.P. piston rod found bent in cone.

10-11-68

Tail shaft taken to lathe cone dressed, lower dressed and new key fitted. Coupling faced true.

Rush removed. The outer lengths of tunnel shafting removed to lathe journals dressed faces

turned true and new coupling bolts fitted.

6 Tunnel bearings remetalled and shafting left in true alignment. P.T.O.

...the machinery of this vessel is in good order and

(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, etc.; thus, for example, SS 3,11, items 7,11, 8,11, 9,11, 10,11, 11,11, 12,11, 13,11, 14,11, 15,11, 16,11, 17,11, 18,11, 19,11, 20,11, 21,11, 22,11, 23,11, 24,11, 25,11, 26,11, 27,11, 28,11, 29,11, 30,11, 31,11, 32,11, 33,11, 34,11, 35,11, 36,11, 37,11, 38,11, 39,11, 40,11, 41,11, 42,11, 43,11, 44,11, 45,11, 46,11, 47,11, 48,11, 49,11, 50,11, 51,11, 52,11, 53,11, 54,11, 55,11, 56,11, 57,11, 58,11, 59,11, 60,11, 61,11, 62,11, 63,11, 64,11, 65,11, 66,11, 67,11, 68,11, 69,11, 70,11, 71,11, 72,11, 73,11, 74,11, 75,11, 76,11, 77,11, 78,11, 79,11, 80,11, 81,11, 82,11, 83,11, 84,11, 85,11, 86,11, 87,11, 88,11, 89,11, 90,11, 91,11, 92,11, 93,11, 94,11, 95,11, 96,11, 97,11, 98,11, 99,11, 100,11, 101,11, 102,11, 103,11, 104,11, 105,11, 106,11, 107,11, 108,11, 109,11, 110,11, 111,11, 112,11, 113,11, 114,11, 115,11, 116,11, 117,11, 118,11, 119,11, 120,11, 121,11, 122,11, 123,11, 124,11, 125,11, 126,11, 127,11, 128,11, 129,11, 130,11, 131,11, 132,11, 133,11, 134,11, 135,11, 136,11, 137,11, 138,11, 139,11, 140,11, 141,11, 142,11, 143,11, 144,11, 145,11, 146,11, 147,11, 148,11, 149,11, 150,11, 151,11, 152,11, 153,11, 154,11, 155,11, 156,11, 157,11, 158,11, 159,11, 160,11, 161,11, 162,11, 163,11, 164,11, 165,11, 166,11, 167,11, 168,11, 169,11, 170,11, 171,11, 172,11, 173,11, 174,11, 175,11, 176,11, 177,11, 178,11, 179,11, 180,11, 181,11, 182,11, 183,11, 184,11, 185,11, 186,11, 187,11, 188,11, 189,11, 190,11, 191,11, 192,11, 193,11, 194,11, 195,11, 196,11, 197,11, 198,11, 199,11, 200,11, 201,11, 202,11, 203,11, 204,11, 205,11, 206,11, 207,11, 208,11, 209,11, 210,11, 211,11, 212,11, 213,11, 214,11, 215,11, 216,11, 217,11, 218,11, 219,11, 220,11, 221,11, 222,11, 223,11, 224,11, 225,11, 226,11, 227,11, 228,11, 229,11, 230,11, 231,11, 232,11, 233,11, 234,11, 235,11, 236,11, 237,11, 238,11, 239,11, 240,11, 241,11, 242,11, 243,11, 244,11, 245,11, 246,11, 247,11, 248,11, 249,11, 250,11, 251,11, 252,11, 253,11, 254,11, 255,11, 256,11, 257,11, 258,11, 259,11, 260,11, 261,11, 262,11, 263,11, 264,11, 265,11, 266,11, 267,11, 268,11, 269,11, 270,11, 271,11, 272,11, 273,11, 274,11, 275,11, 276,11, 277,11, 278,11, 279,11, 280,11, 281,11, 282,11, 283,11, 284,11, 285,11, 286,11, 287,11, 288,11, 289,11, 290,11, 291,11, 292,11, 293,11, 294,11, 295,11, 296,11, 297,11, 298,11, 299,11, 300,11, 301,11, 302,11, 303,11, 304,11, 305,11, 306,11, 307,11, 308,11, 309,11, 310,11, 311,11, 312,11, 313,11, 314,11, 315,11, 316,11, 317,11, 318,11, 319,11, 320,11, 321,11, 322,11, 323,11, 324,11, 325,11, 326,11, 327,11, 328,11, 329,11, 330,11, 331,11, 332,11, 333,11, 334,11, 335,11, 336,11, 337,11, 338,11, 339,11, 340,11, 341,11, 342,11, 343,11, 344,11, 345,11, 346,11, 347,11, 348,11, 349,11, 350,11, 351,11, 352,11, 353,11, 354,11, 355,11, 356,11, 357,11, 358,11, 359,11, 360,11, 361,11, 362,11, 363,11, 364,11, 365,11, 366,11, 367,11, 368,11, 369,11, 370,11, 371,11, 372,11, 373,11, 374,11, 375,11, 376,11, 377,11, 378,11, 379,11, 380,11, 381,11, 382,11, 383,11, 384,11, 385,11, 386,11, 387,11, 388,11, 389,11, 390,11, 391,11, 392,11, 393,11, 394,11, 395,11, 396,11, 397,11, 398,11, 399,11, 400,11, 401,11, 402,11, 403,11, 404,11, 405,11, 406,11, 407,11, 408,11, 409,11, 410,11, 411,11, 412,11, 413,11, 414,11, 415,11, 416,11, 417,11, 418,11, 419,11, 420,11, 421,11, 422,11, 423,11, 424,11, 425,11, 426,11, 427,11, 428,11, 429,11, 430,11, 431,11, 432,11, 433,11, 434,11, 435,11, 436,11, 437,11, 438,11, 439,11, 440,11, 441,11, 442,11, 443,11, 444,11, 445,11, 446,11, 447,11, 448,11, 449,11, 450,11, 451,11, 452,11, 453,11, 454,11, 455,11, 456,11, 457,11, 458,11, 459,11, 460,11, 461,11, 462,11, 463,11, 464,11, 465,11, 466,11, 467,11, 468,11, 469,11, 470,11, 471,11, 472,11, 473,11, 474,11, 475,11, 476,11, 477,11, 478,11, 479,11, 480,11, 481,11, 482,11, 483,11, 484,11, 485,11, 486,11, 487,11, 488,11, 489,11, 490,11, 491,11, 492,11, 493,11, 494,11, 495,11, 496,11, 497,11, 498,11, 499,11, 500,11, 501,11, 502,11, 503,11, 504,11, 505,11, 506,11, 507,11, 508,11, 509,11, 510,11, 511,11, 512,11, 513,11, 514,11, 515,11, 516,11, 517,11, 518,11, 519,11, 520,11, 521,11, 522,11, 523,11, 524,11, 525,11, 526,1

and rotating 300 to 450 rpm at a constant temperature of 2500 °F and rotation of max. 4.50 to be

Recorded

170 50 100 200 300 400 500 600 700 800 900 1000

Survey Fee (per Section 29)..... \$10.00  
B.S. 10.00  
11 May 1950

Special Damage ~~Repair~~ Fee (If any) \_\_\_\_\_ £ 63 . . .  
(per Section 29.)

Travelling expenses (if chargeable) £ : 8 9 19

Committee's Minutes

MRS. J. L. S. Be. L. 100

83m - 114B

[illegible]

CERTIFICATE WRITTEN. 012203-012210-0013 1/2





Thrust bearings and pads remetalled and shaft left in true alignment.

Main crank shaft lifted, all bearings, bottom ends and eccentric straps remetalled and shafting left in true alignment.

H.P. piston rod renewed (Report 6 herewith), piston refitted with new junk ring bolts.

H.P. and L.P. valve cages machined.

H.P. spindle and brasses machined.

Main engine holding down bolts hardened up.

H.P. and M.P. cylinders parted, joint cleaned and remade.

Main engines tested upon completion of repair, under dock conditions and found in good order.

#### Now done on account of MBS\*:-

Vessel in drydock, propeller, after end of stern bush and sea connection outside fastenings examined. Tail shaft drawn in for examination.

All sea inlet and overboard discharge valves and cocks opened and examined.

Cylinders, pistons, valve chest, valves, covers, piston rods, valve spindles, guides, top and bottom end pins and bearings, valve gears, eccentric rods, sheaves and straps, main bearings and journals, thrust shaft journals, bearings, collar and pads, intermediate shafting, journals and bearings, main engine attached pumps, circulating pump, 2 feed pumps, ballast pump, auxiliary condenser circulating pump, harbour feed pump, evaporator, fan engine, 2 dynamo engines, steering gear and windlass engines, pipes, cocks, valves and strums of pumping arrangements, main and auxiliary condensers, all main and essential services,

auxiliary steam pipes tested as per rule requirements, and all now found or placed in good order.

Three Main Boilers examined internally and externally together with all manholes, doors and mountings. Safety valves adjusted under steam to pressure of 200lbs/sq. in.

Two electrical generators examined together with the fittings on main and sub division boards and circuits and insulation megger tested to rule requirements and all now found or placed in good order.

Main and auxiliary machinery tested under dock conditions and found in good working order.

#### Wear and Tear Repairs effected.

After main pump overboard discharge valve box renewed.

Main injection valve chest removed ashore, new flange welded and new cover supplied and fitted.

Starboard blow down cock machined and reground.

New sea cock fitted for general service pump.

Refrigerator (domestic) sea suction valve lid machined.

Cast iron tee piece between high and low injections removed, cleaned and refitted.

Copper injection pipes removed, annealed and tested.

Tank injection spindle overhauled and made workable.

Air pump liner drawn, bored, and new bucket supplied, rod machined, new neck and gland bushes fitted.

2 Bilge rams skimmed true, new neck and gland bushes fitted and one spear renewed.

1 Bilge suction box renewed, relief valve springs renewed.

Main condenser tubes sponged, doors cleaned, condenser tested upon completion and found in order.

Main discharge pipe removed, fitted new end, pipe tested and refitted.

Winch condenser tested, water end and door renewed.

All main and auxiliary steam pipes in engine room and stokehold rejointed and new bolts and nuts fitted.

Essential services pipes fore and aft rejointed and new bolts fitted.

#### S.S. "BURMOUNT".

Fan engine Bottom end bearing remetalled, journals honed, spindle (slide) renewed, piston rod machined, new neck and gland bushes fitted. Oil pump overhauled, new pin and plunger fitted.

No.1 Dynamo Engine. Governor gear overhauled, piston valve renewed, valve spindle renewed, new neck and gland bushes fitted, new Lockwood & Carlisle piston rings fitted.

No.2 Dynamo Engine. Piston rod machined, new Lockwood & Carlisle rings fitted, new neck and gland bushes fitted, piston valve spindle and new neck and gland bushes fitted.

Evaporators. Shell and coils tested and safety valves adjusted to 15 lbs per sq. inch.

Port feed pump. Piston and bucket rods machined, new neck and gland bushes fitted.

Suction and delivery valves reconditioned, shuttle valve adjusted.

Starboard feed pump. Suction and delivery valves and shuttle valve adjusted.

G.S. pump. Bucket rods machined, new neck and gland bushes fitted. New woodite bucket rings fitted, liners bored and new bucket fitted, valve gear reconditioned, new piston (steam) and rings fitted.

Ballast pump opened up and thoroughly overhauled.

Harbour feed pump. Cylinders and slide valve faces machined, new pistons fitted.

Bucket liners drawn, bored and new buckets fitted.

Rods machined, new neck and gland bushes fitted.

Circulating pump cylinder and valve chest bored, new piston and valve fitted, top end pin renewed, brasses machined, impeller shaft renewed, bearings remetalled, gland and seals renewed.

Steering Engine. Cylinders and valve chambers rebored, new valves fitted, piston rods and spindles machined, new neck and gland bushes fitted.

Windlass Engine. Piston rings renewed, valve faces dressed, spindles renewed with neck and gland bushes, top end pins and brasses renewed, guide bars machined.

Port Boiler. 11 wrapper stays renewed. Port and starboard high furnaces riveted at mouth. Main stop valve spindle renewed. Whistle valve and spindle renewed.

Auxiliary stop valve lid and spindle renewed. Blow down valve removed, shell built up in way and chest rejointed, test cocks renewed. Boiler tested to working pressure, hydraulic test satisfactory.

Centre Boiler. 14 Wrapper and back stays renewed.

Main and auxiliary check valve lids and spindles, blow down valve and spindle renewed.

Test cocks renewed. Auxiliary stop valve rejointed.

Starboard Boiler. 4 Wrapper and back stays renewed. Test cocks renewed.

Blow down chest rejointed and lid renewed.

#### Now done on account of conversion to oil fuel:-

Oil burning system (Wallsend system No.F.20/CB9912) B.S. 29/9/48 15028 1/10/48)

installed together with all necessary pipings and fittings as required by Rules and in accordance with approved plans dated 9.11.48, and 8.2.50.

The unit and transfer pumps are placed on starboard side of engine room.

All oil suction pipes, oil delivery pipes and steam heating coils tested in place, as per Rule requirements. No funnel damper fitted.

Nos. 2, 3, 4 & 6 double bottom tanks, cross bunker and settling tanks converted for storage of oil fuel and fitted with necessary air and sounding pipes, and Pneumercator oil gauges. Overflow pipes led to deck all fitted with gauze wire discs.

Adequate steam smothering system together with portable chemical fire extinguishers, water service hoses and sand bins.



Oil suction valves, steam smothering valve, transfer pump and unit fitted with remote controls outside engine room and stokehold

and pump overhauled, new pin  
and pinion fitted.