

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

12 MAY 1950

(Received at London Office)

Date of writing Report 9th. May 1950. When handed in at Local Office CARDIFF. Port of CARDIFF. No. in Survey held at CARDIFF & PENARTH. Date. First Survey Dec. 24th. 49 Last Survey April 30th. 50. (No. of Visits 39)

04118. on the Machinery of the Wood Iron or Steel Sc. "BURMOUNT". Year. Month. Gross 4728.9 Vessel built at Hong Kong. By whom Hong Kong & Whampoa Dock Co. Ltd. When 1941 8. Net 2665.17 Engines made at Hong Kong. By whom Hong Kong & Whampoa Dock Co. Ltd. When 1941. Nominal Horse Power - Boilers, when made (Main) 1941 (Donkey) -. No. of Main Boilers 3 Owners Gowan Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Managers Burness Shipping Co. Ltd. Port London. Voyage. No. of Donkey Boilers - Steam Pressure in Main Boilers 220lb. in Donkey Boilers - Surveyed Afloat & in Dry Dock Comm. D. Dock, Cardiff & Penarth Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port BRS Particulars of Examination and Repairs (if any) DGE.MBS*/& CONV.TO OIL FUEL. (Periodical Surveys, when held, must be reported in detail and seriatim 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.)

Table with columns: CHARACTER, Date of last Survey and of Periodical Surveys, Years assigned now expired, Machinery and Boiler Surveys (including date of N.B., if any). Rows include BS*, With Freeboard 8,49, S.S. Ant. No. 1-11,45, Annual Survey 7,48, MBS*11,45, BRS.12,48, C.L.N.12,48.

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 Offered but not required. Was a damage report made by anyone else? If so, by whom? Yes - Salvage Association. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes. If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? 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. 220lbs/". Did the Surveyor examine the Safety Valves of the Main Boilers? yes 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? yes, and of the Donkey Boilers? Did the Surveyor examine the drain plugs of the Main Boilers? none, 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? 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 20.3.50 State the wear down in the stern bush rewooded Is electric light 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 Engine parts, when referred to by numbers, should be counted from forward. Survey complete.

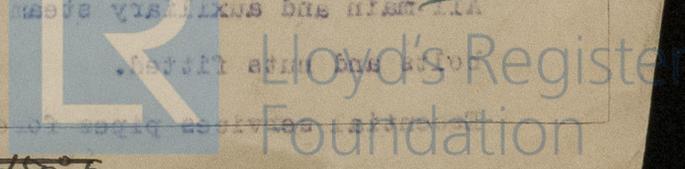
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Now done on account of damage stated to have been sustained during heavy weather on various dates from October 21st. 1949 to 1st. November 1949 on laden voyage from Lourenco Marques to 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 H.P. and M.P. found leaking, and H.P. piston rod found bent in cone. Repairs now done on account of alleged damage:- Propeller renewed, spare propeller now fitted and new propeller placed on board as spare. Tail shaft taken to lathe, cone dressed, keyway dressed and new key fitted. Coupling faced true. Bush rewooded. Two after 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.

General Observations, Opinion, and Recommendation: The Machinery of this vessel is in good order and eligible in our opinion to remain as now classed with fresh record of MBS* 4,50, TS (CL) 3,50, BRS 4,50 and notation fitted for oil fuel 4,50 flash point above 150° F. and notation of msp. 4,50 to be recorded.

Survey Fee (per Section 29) MBS. £ 32 B.S. £ 10 Special Damage Fee (if any) £ 63 Conversion £ 31.10 Travelling expenses (if chargeable) £ 8:9 Fees applied for 11 May 1950 Received by me, Engineer-Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 13 JUN 1950 Assigned MBS* 4.50 BRS 4.50 S 3.50 msp. 4.50 Fitted for oil fuel 4.50 flash point above 150°F. CERTIFICATE WRITTEN. 012203-012210-0073 1/2

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to



S.S. "BURMOUNT".

Fan engine Bottom end bearing retailed, 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 ^{reconditioned} 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 retailed, 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/OB9912) 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.

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

Main crank shaft lifted, all bearings, bottom ends and eccentric straps retailed 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. inch.

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.

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

J. J. Smith

... and pump overhauled, new piston and gland bushes fitted.

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

... No. 2 Diesel 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.

... Guction and delivery valves reconditioned, shuttle valve adjusted.

... Starboard lead pump. Guction and delivery valves and shuttle valve adjusted.

... 2.5. 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 (barcam) and rings fitted.

... Galvest pump opened up and thoroughly overhauled.

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

... Bucket liners drawn, bored and new buckets fitted.

... Rods machined, new neck and gland bushes fitted.

... Existing pump. Winder and valve chest bored, new piston and valve fitted, top end pin renewed, brasses machined, impeller shaft renewed, bearings retimed, gland and seals renewed.

... Diesel Engine. Winders and valve chests reworked, 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 reworked, 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 reworked.

... Starboard Boiler. 4 Wrapper and back stays renewed. Test cocks renewed. Blow down chest reworked and lid renewed.

... How done on account of conversion to oil fuel:-

Oil burning system (Walsend system No. 7.20/CHS/12) B.S. 22/48 12028 1/10/48) installed together with all necessary piping and fittings as required by rules and in accordance with approved plans dated 2.11.48, and 8.3.50.

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.

No. 2, 3, 4 & 5 double bottom tanks, cross bunker and settling tanks converted for storage of oil fuel and fitted with necessary air and sounding pipes, and pneumatoric oil pumps. Oil pipes led to deck all fitted with gauze wire discs.

Adequate steam smothering system together with portable chemical fire extinguishers, fire hose and sand bins.

