

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

(Received at London Office 2 SEP 1948)

Reporting Report 21<sup>st</sup> AUGUST 1948. Wb handed in at Local Office 23-8-48. Port of GLASGOW.

Survey held at GLASGOW. Date. First Survey 7-5-48. Last Survey 16 August 1948 (No. of Visits 15)

Survey on the Machinery of the ~~Wood~~ or Steel SS "EASTBURY"

Gross 7045 Vessel built at WEST HARTLEPOOL By whom W. GRAY & CO., LTD. Year. Month. 1943. 5

Net 4845 Engines made at Do. By whom W. GRAY & CO., LTD. When 1943

Boilers, when made (Main) 1943. Fitted 1945 (Donkey)

Boilers 358 (SPL) Owners ALEXANDER SHIPPING CO LTD. Owners' Address (if not already recorded in Appendix to Register Book.)

Boilers 220 (SPL) Managers HOULDER BROS & CO. LTD. Port LONDON. Voyage

Boilers 220 (SPL) Surveyed Afloat or in Dry Dock BOTH GOVAN DRYDOCK & PRINGES DOCK AFLOAT. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port COMPLETION OF M.S. & T.S. & CONVERSION FROM COAL TO OIL FUEL. \*100A1 with \*LMC 5,43.

Revisions, 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 stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly mentioned at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Special report made by anyone else? If so, by whom? No.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

For what reasons NOT SUBMITTED. 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? Present condition of funnel(s) SATISFACTORY.

Surveyor examine the Safety Valves of the Main Boilers? No. To what pressure were they afterwards adjusted under steam? NOT ADJUSTED.

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?

Propeller 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.

Propeller 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 3-8-48. State the wear down in the propeller shaft.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

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

GLASGOW

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

(per Section 29) M.S. £19:0:0 Fees applied for 31 AUG 1948  
Conversion to Oil Fuel 35-0-0  
Damage or Repair Fee (if any) £: :  
(per Section 29.) T.S. 3-0-0  
AIR FRR. £3:3:0  
Special Fee £5:0:0

Received by me, J.W. Wilson  
Engineer Surveyor to Lloyd's Register of Shipping.

GLASGOW 31 AUG 1948  
Due Mo 8.48  
Fitted for oil fuel 8.48 F.P. above 1500F

batteries not fitted  
CERTIFICATE WRITTEN.  
012221-012228-0056 1/2  
Lloyd's Register Foundation

Noted.

L.S.

15/9/48.

Amend ~~not~~ in SRL as follows:-  
Auxiliary steam pipes (Person)  
except <sup>also</sup> to steering engine to  
be examined after 4  
years service.

L.S.



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M.S. REPAIRS: All main engine pistons now fitted with Buckley piston rings, the I.P. Valve spindle stemmed in way of packing & the gland renewed. On the owners initiative the steel rams originally fitted to the main engine driven bilge & sanitary pumps were replaced with solid bronze rams. Auxiliary condenser aft water box & door renewed. Main circulating water pump impeller shaft found worn, now renewed & the outer bearing reinstalled, the engine piston rod was also renewed. The fan engine overhauled, piston rod stemmed neck ring renewed & gland lashed. Ballast pump piston rings renewed, valves and valve gear reconditioned.

NOTE. A section of Bessemer steel auxiliary steam pipe (Steam to steering engine) examined internally and externally & found in satisfactory condition. On the Owners initiative all deck steel steam and exhaust pipes were renewed in copper.

CONVERSION TO OIL FUEL. The Owners representative stated that since new boilers were installed 1945 they would not be submitted for internal examination at this time.

NOW DONE. A duplex oil burning pumping & heating unit, and an oil fuel lift pump installed in the engine-room, the boiler fronts renewed for oil burning, no funnel dampers fitted. All double bottom tank, bunker, & settling tank steam heating coils tested in place to 44.0 lb/sq. in. the coil returns being connected to an approved observation tank. The feed pumps and fresh water tanks are isolated from fuel, bilge, and ballast connections.

No wood bearings or lead pipes fitted in machinery spaces. Oil gutters fitted in way of settling tanks & provision for drainage arranged.

The oil fuel discharge pipes and fittings hydraulically tested to 44.0 lb/sq. in. Steam fire extinguishing pipes fitted main boilers & in way of oil units, foam fire extinguishing apparatus fitted in convenient positions in engine-room & boiler-room spaces.

All the pipes and fittings were installed and tested in accordance with the approved plans (Attached) and to the Society's Rules & Requirements.

On completion the installation was tried under working conditions and found to be satisfactory.

At Glasgow.

ELECTRICAL INSTALLATION. A Special Survey of the electrical installation carried out. Governors tested; generators, motors, cables, fittings on switchboard and in distribution boxes examined. The following repairs were carried out: Berth lights fitted in all Officers cabins; Chart Room, Wireless Room, Bridge, Officers Accommodation, Engineers and Stewards Accommodation also Boiler room, rewired. On completion the above work was examined, generators and all circuits megger tested. All found to be in order. J.S.



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