

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

No. 73525

19 JAN 1949

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office.....10-1-.....1949..... Port of GLASGOW.

No. in Survey held at ALLOA Date. First Survey 22nd May, Last Survey 6th Oct. 19 48.

Reg. Book. 79470 on the Machinery of the Wood, Iron or Steel S.S. "WAR WING" (No. of Visits.....14.....)

Tonnage { Gross 226 Vessel built at BEVERLEY By whom COOK WELTON & GEMMELL, LIMITED When 1915 Month 10  
 Net 109 Engines made at HULL By whom AMOS & SMITH When 1915  
 Nominal Horse Power 112 Boilers, when made (Main) 1915 (Donkey)  
 No. of Main Boilers 1SB Owners Wharfedale Trawlers, Ltd. Owners' Address Fish Docks, Grimsby,  
 No. of Donkey Boilers - Managers H. Markham Cook (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 200 Port Grimsby Voyage  
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock ALLOA DRY DOCK & AFLOAT (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Reclassification

(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 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 17-9-48

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes

Present condition of funnel(s) Good

To what pressure were they afterwards adjusted under steam? not adjusted

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? \_\_\_\_\_

Has shaft now been changed? Yes If so, state reasons see below

Has the shaft now fitted been previously used? No

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? -

State date of examination of Screw Shaft 21-1-47

State the wear down in the stern bush Close

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

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

machinery remains to be examined under steam, boiler safety valves adjusted and the electrical installation remains to be examined and tested under working condition. It is stated that this will be done at Leith (Surveyors informed).

NOW DONE: Vessel placed in dry dock. The tail shaft was drawn and examined together with propeller, stern tube, underwater fittings, sea cocks and valves and all placed in good order. The boiler was examined internally and externally together with mountings and safety valves and placed in good order.

Main engine cylinders, pistons, valves and receivers, top and bottom ends, crankshaft, thrust shaft and main and thrust bearings, main engine driven and independent pumps, valves, cocks, pipes and strainers of pumping arrangements, windlass and steering gear examined, condenser tested, steam pipes annealed and tested. All placed in good order.

REPAIRS: The tail shaft was deeply corroded at the top of the cone and was renewed. The new shaft 7 1/2 ins. diam is marked Lloyds No. 1278 W.A.L. (certificate attached). The stern bush was renewed.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in efficient condition

(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, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.)

and eligible in our opinion to remain as classed with fresh records of & L.M.C. 10,48 when the survey is complete and notation T.S. CL 1,47.

Survey Fee (per Section 29) £ 12 - - Fees applied for 18 JAN 1949  
 Special Damage or Repair Fee (if any) £ 16 16 - -  
 Travelling expenses (if chargeable) £ 5 - - Received by me, 19

Committee's Minute GLASGOW 18 JAN 1949

Signed Deformed for Comh L.M.C

Engineer Surveyor to Lloyd's Register of Shipping.



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"WAR WING"Repairs (Cont'd)

The tip of one propeller blade was broken. A new tip was burned on.

The combustion chambers of the boiler were found to be badly wasted on the lower parts and the furnaces were distorted and pitted. All tubes and furnaces were removed. The front tube plate in way of the centre tube nest was cut out for access and combustion chambers were removed through the opening. New all-welded combustion chambers were fitted and the furnaces were replaced by plain furnaces with Stephen Gourlay ends, (see plan). The centre tube-plate was replaced and welded, and re-riveted at the cross seam. All tubes and c.c. stays were renewed. On completion of repairs the boiler was satisfactorily tested by hydraulic pressure to 220 lbs per square inch.

The crank shaft was lifted and main bearings and bottom ends remetalled.

A new H.P. rod was fitted, bilge and feed rams were machined.

*M. Dale*

Notes.  
Rep survey for rectification.

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14/2/68

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