

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

Date of writing Report 19.10.49 When handed in at Local Office 31 OCT 1949 Port of GRIMSBY.No. in Survey held at IMMINGHAM. Date. First Survey 12.5.49. Last Survey 15.9.49. (No. of Visits 22)on the Machinery of the ~~Wood's Lower Steel~~ S.S. "WILLIAM HOMAN"

Gross 1793 Vessel built at Sturgeon Bay, Wis. By whom Leatham D. Smith S.B.Co. Year 1943 Month -
 Net 995 Engines made at Corry, Pa. By whom Ajax Uniflow When -
 Nominal - Boilers, when made (Main) - (Donkey) -
 Horse Power - Owners M. of T. on bareboat charter Owners' Address -
 of Main Boilers - from U.S.M.C. (If not already recorded in Appendix to Register Book.)
 of Donkey Boilers - Managers Wm. France, Fenwick & Co., Ltd. Port London. Voyage -
 Steam Pressure - &
 in Main Boilers - Surveyed Afloat & in Dry Dock Humber Graving Dock &
 in Donkey Boilers - (State name of Dock.) King's Dock.

st Report No. - Port -Particulars of Examination and Repairs (if any) DAMAGE REPAIRS & CLASSIFICATION.

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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. Yes. Not required.

Is 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.

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

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? -

What was the latest date of internal examination of each boiler? Port Blr. 9.9.49; Stbd. Blr. 5.8.49. Present condition of funnel Efficient.
Drums 225 lbs.
Supt. 220 lbs.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? Supt. 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 fitted. 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 the 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 23.5.49. State the wear down in the

Wear down in the Worn bush Rewooded. Is electric light and/or 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. See attached report.

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

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

Damage stated to have been sustained through mine explosion on 27th February, 1949, whilst on a voyage from Ellesmere Port to Koldinge.

NOW DONE: Vessel placed in dry dock. Propeller, screw shaft (drawn in), sea connections, outside fastenings examined and placed in satisfactory condition.

Cylinders, pistons and rods, piston slide valves with cam shaft drive, steam chests; crank, thrust and intermediate shafting; condenser, main and auxiliary pumps, pumping arrangement, steering engine, windlass opened out, working parts examined and placed in order. Steam pipes hydraulically tested in accordance with the Rule requirements.

Electrical installation examined, all circuits megger tested and placed in order (see attached report).

Port and starboard water tube boilers examined internally and externally (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery is in good and 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 to LMC 9,11 or LMC 140 lb., PD, &c.)

and eligible, in our opinion, to have the records of LMC 9,49 and TS(CL) 5,49 in the Register Book and the notation of 2 WTB 225lbs (Spt.220) G.556. HS 4882.

Survey Fee (per Section 29) LMC £ 43: -: -
 Elec.Inst. £ 10: -: -
 Special Damage & Repair Fee (if any) £ 25: 4: -
 Elec.Rprs. £ 5: 5: -
 Travelling expenses (if chargeable) £ 1: 7: 8

Fees applied for

31 OCT 1949

Received by me,

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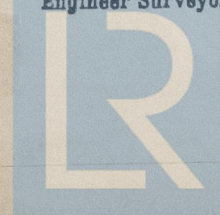
Committee's Minute

Signed

LMC 9.49 subd.
 S 5.49 (CW)

FRI. 30 DEC 1949

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

9/23932.

(Continued)

together with steam and water drums, superheaters, safety valves, mountings, manhole doors and placed in good order, boilers tested hydraulically to 225 lbs/sq.in. and found satisfactory; later examined under steam and the safety valves adjusted as follows:- Drums 225 lbs/sq.in. Superheat 220 lbs/sq.in.

Damage Repairs: Main engine dismantled down to and including bedplate; all parts together with main and auxiliary pumps removed ashore for access to hull repairs and reconditioning as found necessary.

Main Engine: Bedplate found fractured at forward end corners (p. & s.), permanently repaired by 3/4" thick steel plates fitted externally welded together and bolted through bedplate. This repair was examined under full working conditions and found satisfactory. As the repair is situated above the Engine Room platform and under constant observation, it is considered unnecessary to recommend a special condition.

Shafting: Crank, thrust, intermediate and screw shafting tested in lathe for truth, coupling faces lightly skimmed where necessary; screw shaft liner skimmed up in lathe and stern bush rewooded on lower half. Screw shaft found stamped AB 186 (See drawing attached). One intermediate shaft bearing (lower half) and two keeps renewed.

Main Condenser: Tubes and tube plates removed, internal parts of condenser cleaned, and coated; tubes cleaned internally and externally before refitting (renewed where defective), condenser tested on completion and found tight. Inlet and outlet shut-off valve spindles renewed.

Main Circulating Pump: Impeller housing part renewed. Impeller machined in way of sealing rings and sealing rings renewed; impeller shaft (steel), brass sleeves and ball bearings renewed.

Forward Air Pump: Impeller casing renewed.

Forward (Independent) Feed Pump: Base machined and "make up" steel plate fitted. Piston rings renewed.

After (Independent) Feed Pump: Renewed completely.

Independent Bilge Pump: Base machined and "make up" steel plate fitted; steam piston head renewed, piston and bucket rods skimmed and rebushed.

Ballast Pump: Suction and discharge manifold (8 valves) renewed.

Main Engine Lubricating Oil Pumps (2): Feet repaired by patching where necessary.

Feed Water Heater: Tested to Rule requirements and found in order.

Auxiliary Condenser Air & Circulating Pump: Piston rods (2) skimmed and rebushed, rods (2) renewed. Feet patched where necessary.

General Service Pump: Bucket rod renewed.

Starboard Dynamo (Outboard) Engine: Crank shaft skimmed up in lathe, main bearings remetalled, top and bottom end brasses renewed, piston valve renewed, piston rod skimmed and rebushed. Crank case door renewed.

Main Steam Pipes, Main and Auxiliary Feed Pipes: Tested to Rule requirements and found good. A number of lengths renewed.

Boiler Turbo-blowers (4): Blower shaft ball bearings renewed.

Other minor repairs carried out where necessary.

On completion of repairs, the main and auxiliary machinery, pumping arrangements were examined under working conditions and found in order.

The Owners desire that the foregoing examination be counted for Classification with this Society. It is recommended that the records of LMC 9,49 and TS(CL) seen 5,49 be made in the Register Book and the notations 2 WTB 225lbs (Spt.220 lbs). F.D.

Damage Repairs (contd.)

Shell Plating (s.s.): No.1 Section - Nos.1 & 2 plates cropped and part renewed.

No.2 Section - Nos.4 & 5 plates faired in place.

No.3 Section - Nos.3, 4 & 5 plates faired in place.

No.5 Section - No.1 plate renewed and No.2 plate faired in place.

No.6 Section - No.1 plate part renewed and No.2 plate faired in place.

No.7 Section - No.2 plate renewed.

No.8 Section - No.2 plate removed, faired and refitted and No.3 plate faired in place.

35 in number frames faired in place and 2 frames part removed, faired and refitted.

Internals: 3 in number floors in No.4 double bottom tank (p. & s) and one floor in No.3 double bottom tank (p. & s) cropped, removed, faired and refitted.

Rudder: Rudder post in way of top bearing machined true. Top bearing brasses renewed and bottom steel bush renewed.

Tank Top (s.s.): Plate in way of Engine Room Bulkhead renewed. (Fractured completely athwartships). Small fracture No.3 Hold (s.s.a.) veed out, welded and fitted with doubler.

After Peak Bulkhead renewed complete with stiffeners, connections, etc.

Aft Peak handpump renewed.

Upper Deck: Deckplate (p.s.) abreast No.2 Hatch cut out and renewed, also 4 deck beams in way part renewed.

Foc'sle Deck: No.1 Stringer plate (s.s.) faired in way where holed and welded plate doubling fitted.

Lifeboats and equipment overhauled, made good and tested satisfactorily.

Ventilators, handrails, deck stanchions etc. overhauled and repaired and renewed as necessary.

Sundry minor repairs carried out.

Shell and deck plating hose tested on completion of repairs and found satisfactory.

"WILLIAM HOMAN"Electrical InstallationDamage Repairs.

Due to damage by water the generators, motors, starters, etc., in the engine room were removed, repaired and rewound.

A new main switchboard was fitted.

All cables and wiring in the engine room were rewired.

Minor repairs were carried out to the installation on various parts of the vessel.

On completion the equipment was operated under working conditions with satisfactory results.

J. H. Connell

SURVEYOR TO LLOYD'S REGISTER

OF SHIPPING.

Classification: £10.0.0d.

Dge. Repair Fee: - £5.5.0d.

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