

Rpt. 9.

No. 134289

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

(Received at London Office)

20 DEC 1951

Date of writing Report 19 Nov. 1951 When handed in at Local Office 19 Nov. 1951 Port of Liverpool
 No in Reg. Book Survey held at Birkhead Date First Survey 8/10/51 Last Survey 1st Nov. 1951 (No. of Visits 9)
 13399 on the Machinery of the Wood, Iron Steel Screw Steamer INCHCOLM

Tonnage Gross 452 Vessel built at Beverley By whom Cook, Welton & Gemmell, Ltd. When 1941 7
 Net 144 Engines made at Hull By whom G.D. Holmes & Co. Ltd. When 1941
 Nominal 156 Boilers, when made (Main) 1941 (Donkey) -
 Horse Power Owners The War Office Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 15 Managers - Port Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock both
 Steam Pressure in Main Boilers 300 (State name of Dock.) Bld. D.D. & Walling
 in Donkey Boilers -

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Particulars of Examination and Repairs (if any) L.M.C. & T.S. 09.10.51
 (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 Not required.
 Was a damage report made to anyone else? If so, by whom? Underwritten Surv.
 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 10th October 1951 Present condition of funnel(s) Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lb.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes 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? Yes, 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? No Is an approved oil retaining appliance fitted at the after end? Yes.

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 24th Oct. 51 State the wear down in the

stern bush .035" 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.

Engine parts, when referred to by numbers, should be counted from forward. Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Now done Vessel in dry dock, propeller, sea connections & outside fastenings examined. Screw shaft drawn, examined together with stern bush and oil gland and found in good condition.

M.E. cyls, pistons, valves, crank, thrust, & intermediate shafting, conchuses (tuted), attached & independent pumps, pumping arrangements, dynamo engine, fan engine, windlass & steering gear, all opened out, examined found in good order.

The boiler examined internally & externally with mountings doors fastenings, and found in good condition. Afterwards examined under steam and its safety valves adjusted to 200 lb. Steam pipes examined & tuted 600 lb. / sq. in.

General Observations, Opinion, and Recommendation.—

(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, & LMC 9.11 or CS 3.34)

Eligible in our opinion to remain as closed with fresh record of + LMC 11.51 and T.S. 09.10.51, P.T.O.

Damage Rpt. 7-7-0
 Survey Fee (per Section 20) L.M.C. £16- -
 Special Damage or Repair Fee (if any) T.S. £2- -
 Travelling expenses (if chargeable) Dec. £18-4
 Received by me, 19.

Committee's Minute Assigned + LMC 11.51.
 T.S. 10.51.

CERTIFICATE WRITTEN.

12.5.53

014974 - 014983 - 0336

For A. Ellison
 & self. N. Chambers
 Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
 Foundation

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

Electrical installation :- examined and found in satisfactory condition. Contractors results of megger tests righted and in order.

NOTE. The boiler pressure as indicated in the R.B. is 300, but this is an error and should be 200 H/D.

Damage stated to have been caused by the propeller fouling the keel blocks when vessel in Birkenhead Dry Dock on 5th October 1951.

Found :- the turning gear intablature fractured, the worm strained, and the turning wheel teeth partly stripped.

Permanent Repairs carried out as follows:- a steel welded intablature fitted, the worm renewed, and the stripped turning wheel teeth made good by steel plugs & S.W. Coupling bolts, propeller and screw shaft examined at the drydocking on 24 Oct. 1951, and found in order.

1281 1281 1281

ms.