

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Reporting Date 18<sup>th</sup> December 1947 When handed in at Local Office 19<sup>th</sup> December 1947 Port of Grimsby

Survey held at Immingham Date, First Survey 15<sup>th</sup> August Last Survey 6<sup>th</sup> December 1947  
(No. of Visits 14)

on the Machinery of the Wood, Iron or Steel 1/2 SKIPSEA Year. Month.

Gross 7293 Vessel built at Baltimore Md By whom Bethlehem Fairfield Shipyard Inc When 1944  
Net 4447 Engines made at Hamilton Ont By whom General Mach. Corp When 1944

Boilers, when made (Main) 1944 (Donkey)

Boilers Owners Sea S. S. Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
By Boilers Managers Wm Brown, Atherton & Co Ltd Port Hull Voyage London

Boilers  Surveyed Afloat on Dry Dock King's Dock (State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_ Classification (pt) \_\_\_\_\_

Particulars of Examination and Repairs (if any) and Repairs \_\_\_\_\_

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the details of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? \_\_\_\_\_

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes (W.T.B's)

Do Donkey Boilers require examination? Yes

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? \_\_\_\_\_

Date of internal examination of each boiler 12<sup>th</sup> November 1947 (P+S) Present condition of funnel(s) Efficient

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 250 lbs/sq

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? \_\_\_\_\_

Has the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? \_\_\_\_\_

Has 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? no Is it fitted with continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the screw shaft now been changed?  If so, state reasons \_\_\_\_\_ Has it a continuous liner?  Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft been examined? afloat Is electric light and/or power fitted? Yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes see attached report

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

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 for classification the propeller, screw shaft, sea connections, outside fastenings and gear for the machinery and boilers require to be examined in accordance with the Rule requirements. It was stated that the survey would be advanced or completed at the first opportunity.

Remarks: At the request of the Owners Superintendent examined the port water boiler (Babcock and Wilcox type) on account of damage alleged to have been caused by overheating of the boiler generally, due to shortage of water, on the 18<sup>th</sup> August 1947 whilst the vessel was laying afloat in the King's Dock at Immingham (see overleaf)

General Observations, Opinion, and Recommendation: The machinery is in good and efficient condition and eligible, in my opinion, to be installed in the Register Book with the addition of LMC 12.47 without the distinguishing mark \*; also fitted for oil fuel 12.47 F.P. above 150°C when the survey has been completed as above.

Additional Remarks: FD + 2 W.T.B's W.P. 250 lbs (Spl. 230 lbs)

Fee (per Section 29) £ : : Fees applied for 19-12-1947

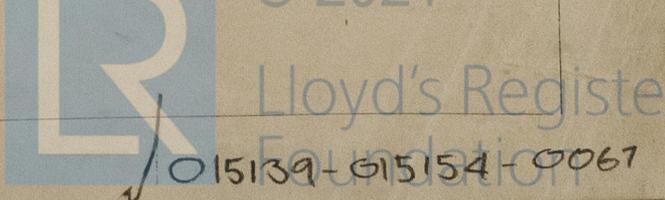
Damage Repair Fee (if any) (per Section 29.) £ 15 15:0 Received by me, \_\_\_\_\_

Printing expenses (if chargeable) £ 3 19:3 19 \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Signed LMC 12.47 subject

G.B. Cox  
Engineer Surveyor to Lloyd's Register of Shipping.



FRI. 23 JAN 1948

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

Continued:-

On account of the appearance of the tubes, which showed evidence of having been subjected to intense heat, and as a result of a partial water test, sample tubes were removed for analysis and report by the Society's Special Surveyor for metals at Middlesbrough.

In consequence of this report (~~attached~~) it was recommended that the boiler be retubed completely.

The remaining portions of the boiler, viz, headers, drum, superheater, safety valves, mountings and doors were examined and considered satisfactory.

On completion of retubing, the boiler was tested hydraulically to 325 lbs/10" and found satisfactory.

The starboard boiler headers, drum, superheater were examined internally and externally together with safety valves, mountings, doors and placed in good condition.

Both automatic feed regulators renewed after hydraulic test to 625 lbs/10" before fitting.

Both boilers were examined under steam and the safety valves adjusted to:- main 250 lbs/10", superheater 230 lbs/10" and all found satisfactory.

In conjunction with the foregoing examination and repairs the following machinery parts were examined for classification with this Society:-

Cylinders, pistons and rods, slide valves, steam chests, crank, thrust and intermediate shafting; main and auxiliary condensers, main and auxiliary pumps, pumping arrangements, steering gear, windlass and evaporator opened out; working parts examined and placed in good order. Main and auxiliary steam pipes examined under steam and found satisfactory. The evaporator safety valve being adjusted to 25 lbs/10" under steam.

The main and auxiliary machinery were examined under working conditions and found satisfactory.

Wear and Tear Repairs:- M.P. slide valve (Andrews and Cameron type) rebushed on spindle for realignment; spring on back of valve readjusted. Outboard feed pump piston and bucket rods skimmed and rebushed, suction and delivery valves ground in. Ballast; general service and evaporator pump bucket rings (3 pumps) renewed. Auxiliary condenser air and circulating pumps (horizontal combined type) rods skimmed and rebushed, air pump bucket rings renewed, circulating water inlet valves and seals overhauled. Generator engines (3) valve cages bored out and valves renewed, inboard generator crank shaft after journal lapped and bearing remounted. Fan engine forward crank journal lapped and bearing remounted. Windlass piston rings renewed. Three superheat elements renewed in S. bk.

G. W. Dyer



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