

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

(Received at London Office)

Date of writing Report 18-11-1948 When handed in at Local Office 18-11-1948 Port of Southampton
 No. in Survey held at Southampton Date First Survey 15-7-48 Last Survey 13-10-1948
 Reg. Book. 63772 on the Machinery of the Wood, Iron or Steel Diesel Electric Vessel JOHN BISCOE (No. of Visits 13)

Tonnage { Gross 870 Vessel built at Wilmington U.S.A. By whom American Can. Foundry Corp. When 1944
 Net 446 Engines made at St. Louis Mo. U.S.A. By whom Busch-Sulzer Bros Diesel Eng. Co. 1944
 Nominal { 217MN Boilers, when made (Main) (Donkey)
 Horse Power }
 No. of Main Boilers Owners Government of Falkland Islands Owners' Address As recorded
 No. of Donkey Boilers Managers Port Port Stanley Voyage Falkland Islands
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Placed on Slipway at Thorogroft
 in Donkey Boilers (State name of Dock.) Ltd. Votham Afloat at Berth 34.

Last Report No. Port

Particulars of Examination and Repairs (if any)

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 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? ☒

" " Donkey " " " "

not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

That 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.

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

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No

Has it a continuous liner?

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

State the wear down in the

Stem bush 3/82" Is electric light and/or power fitted? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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

As done: Docking. Vessel placed on Slipway. The Propeller, after end of Stern Bush, and the inside and outside fastenings of sea connections examined and found or now placed in good order. Sea cocks and valves opened up, examined ground and repacked. Stern Bush Retaining Ring studs renewed at this time. Propeller shaft wear down measured and found to be as stated.

Main Engines. Port and Starboard 6 Cylinder Busch-Sulzer 4 Stroke Single Acting Diesel Engines. (Each Engine drives a 620 KW. G.E.C. D.C. Electric Generator for supply of current to Main Propulsion Electric Motors) completely opened up, examined and found or now placed in good order, including cylinders, covers, liners, valves, gear, pistons, connecting rods, gudgeon pins and bushes, bottom ends, all main bearings, crankshaft journals and crankpins, Turbo-Superchargers Salt and Fresh Water Cooling Pumps, Fuel Pumps, Injectors, Lubricating Oil.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen, is (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.)

a good and safe working condition, and is eligible in my opinion to remain as classed, with record of L.M.C. 10-48.

Fee (per Section 29) (Inclusive) See Hull Report.

Damage or Repair Fee (if any) (per Section 29.)

Other expenses (if chargeable)

Fees applied for

19

Received by me,

19

G. M. MacDonald

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

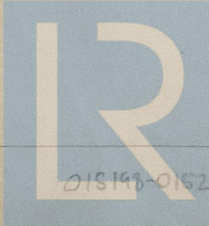
FRI. 6 MAY 1949

signed

L.M.C. 10-48 Subject

5847

See minutes of L.R. 10-48



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

If so, to be sent to

Diesel Electric Vessel JOHN BISCOE.

Pumps, Oil Cooler, Governors, Heat Exchangers, Exhaust Pipes and Manifolds.
Main Propulsion Motors. (Two in Tandem). Rotor Shaft Forward and after
 Journals and Bearings examined and found satisfactory. Intermediate
Shaft Journal and Blower Block bearing examined and found satisfactory.
Port and Starboard Auxiliary Generator Engines. (6 Cylinder Diesel Engines
 each driving a 60 K.W. Electric Generator which supply excitation current
 for main Propulsion Units) Completely opened up, examined and found, or
 now placed in good order, including, cylinders, covers, valves, gaskets,
 liners, pistons, connecting rods, gudgeon pins and bushes, salt and
 Fresh water cooling pumps, Heat exchangers, Exhaust Systems, Silencers,
 ships side exhaust cocks, Fuel Pumps, Injectors, Lubricating Oil Pumps and
 filters, Crankshafts, crankpins and journals, all main bearings.
 Grip Trays were fitted at this time.

Port and Starboard Air Receivers examined internally and found to be in
 good condition, all mountings opened up, examined and overhauled.

Port side Fuel and Daily Service Tank, and Starboard side Fuel Tank,
 cleaned, examined internally and found in good condition. Tank
 fittings examined and found satisfactory. Port and Starboard Lubricating
oil Tanks cleaned, examined internally and found in good condition.

Port Forward and Starboard Aft. Air Compressors completely opened up,
 examined and found or now placed in good order.

New Generator fitted on Platform Deck in way of Forward end of Engine room,
Starboard side. Ruston & Hornsby, 3 Cylinders, 4 Stroke Airless injection,
 Diesel Engine 4° 260678, developing 30 B.H.P. at 1000 V.p.m., direct coupled to
 drip proof enclosed ventilated marine type Lancashire 15 K.W. Electric
 Generator 4° 148745. Securely fitted, examined under working conditions
 and found satisfactory. This unit cannot be run in parallel with the
 Port and Starboard Auxiliary Generators. An independent switchboard panel
 fitted with a reverse current safety cut out device, volt meter, ammeter and
 shunt regulator has now been fitted.

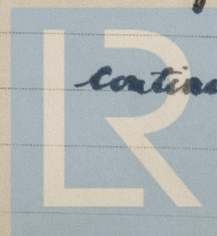
Electric and Hand Steering Gears examined under working conditions and
 found satisfactory.

Distilling Plant. Evaporator, Electric Motor driven Fresh Water, Salt Water
 and Brine Pumps completely opened up, examined and found or now placed
 in good order.

The following electric motor driven centrifugal pumps, were completely opened
 up, examined and found or now placed in good order. Starboard forward
Bilge and General Service Pump. Port and Starboard Fire and Bilge Pumps.

4° 1 & 2 Fresh Water Pumps. Electric Motor driven Fuel and Lubricating oil
 Transfer (Gear) Pumps, completely opened up, examined and found or now
 placed in good order.

It was stated that the new Ruston & Hornsby Diesel Engine was built
 under Lloyd's Survey. As the engine was not opened up, identification
 marks were not noted at this time.



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continued.

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Diesel Electric Vessel. JOHN BISCOEElectrical equipment.

The Main Switchboard, Panel for new 15 K.W. Electric Generator, Steering Gear Panel, all junction and Fuse boxes, and electric wiring circuits throughout the vessel have been examined, found or now placed in good order and Megger tested as per rule.

The Main Propulsion Electric Motors, All Electric Generators, Power Electric Motors, and ventilating fan electric motors have been examined, found or now placed in good order, and Megger tested as per rule.

On completion of repairs the Main and Auxiliary machinery was examined under working conditions and found satisfactory. All pumping arrangements were examined, and found or now placed in good order.

G. M. Macdonald.



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