

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

(Received at London Office)

31 OCT 1952
CARDIFF

Date of writing Report 28th. Oct. 1952. When handed in at Local Office 30 Oct. 1952 Port of Cardiff

No in Register Book. Survey held at PENARTH. Date. First Survey July 17th Last Survey Oct. 8th. 1952. (No. of Visits 12.)

5548 on the Machinery of the ~~Woodcock~~ Steel T.W.Sc.MV "DRAKELOW".

Age { Gross 313 Vessel built at London By whom General Steam Nav. Co. Ltd. Year. Month. 1945 -
 Net 163 Engines made at - By whom Davey, Paxman & Co. (Colchester) Ltd. When 1945.
152. Boilers, when made (Main) - (Donkey) -
 Owners Drakelow S.S.Co.Ltd. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Managers P.E.Bethell & Co.Ltd. Port Cardiff. Voyage -

Assembled
Surveyed Afloat in Dry Dock Penarth Dock.
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>A1</u>		<u>LMC 8,51.</u>
<u>with freeboard</u>		<u>C.L.3,52.</u>
<u>3,52.</u>		<u>(Oil Eng.)</u>
<u>Classed 8,51.</u>		
<u>ss. Shp. - 8,51.</u>		

Particulars of Examination and Repairs (if any) Damage.
Periodical 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 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

For service U.K. & Fire excluding West Coast, Channel Islands & Continent between River Elbe & Brest; also in the Baltic & West Coast of France & Fire between 1st April & 31st Oct.

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.

Has a damage report made by anyone else? If so, by whom? Yes - Salvage Association.

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a through 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 is the latest date of internal examination of each boiler? - Present condition of funnel efficient

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? -

Has the shaft now been changed? - 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 stern bush -

Is electric light apparatus 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

When parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Machinery examined on account of alleged damage stated due to or in part due to:-

(a) Grounding 29th. February 1952.

(b) Heavy weather on voyage from Hamburg to Cardiff on various dates from 12th. to 18th. July 1952.

(c) Negligence of Ship's Engineers.

found starboard engine crank shaft fractured on after web of No.4 crank, and inboard forward under cover of port engine fractured under exhaust valve.

done:-

Port and starboard engines completely stripped, cylinders, covers, pistons, valves, connecting rods, gudgeon pins and bearings, main journals and bearings all now examined and found or placed in good order.

Repairs now effected:-

Starboard crank shaft renewed, new shaft marked A.S.5391 T.O. 605/3 Lloyds S.4751/N/4.9.45

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

The Machinery of this vessel is eligible in my opinion to remain as now classed without cash record.

Committee's Minute As now

Signature J.M.B.

Date FRI 21 NOV 1952

SEE SPL. NOTE S.R.L. (MACHY)

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

This Certificate is to be sent to the Register of Shipping and Machinery precisely as in the Register Book

Contd.

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

"DRAKELOW".

Connecting rod eyes metal sprayed, ground and new bushes fitted.

Main engine bearings renewed.

Cylinder head valves ground tight.

Port engine examined and forward inboard cylinder head renewed.

Fuel pumps and atomisers of port and starboard engines reconditioned.

Port and starboard intermediate shafts journals (4 in number) examined, dressed true in place and top and bottom halves of bearings remetalled.

Port and starboard instrument panels reconditioned.

Port and starboard engines placed in true alignment and a test of 10 hours duration in dock proved machinery in good order.

[Handwritten signature]

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