

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

(Received at London Office)

30 AUG 1927

Date of writing Report 26th August 1927 When handed in at Local Office 29/8 1927 Port of Antwerp
 No. in Suppl. Survey held at Antwerp Date, First Survey 28th May Last Survey 24th August 1927
 Reg. Book. 90387 on the Machinery of the Wood, Iron or Steel S/S "OILVIGOR" ex "OLVIGORE" No. of Vessels 27
 Tonnage { Gross 3254 Vessel built at Baltimore Md. By whom Baltimore D.D. & S.B. Co. When 1917-2
 Net 2025 Engines made at Glasgow By whom London & Glasgow E.S.B. When 1913
 Nominal 286 Boilers, when made (Main) about 1920 (Donkey) None
 Horse Power }
 No. of Main Boilers 2 Owners European S.S. Co. Ltd. Owners' Address London Voyage Norcrossick
 No. of Donkey Boilers 1 Managers A. Rappoport (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock No 4 dry dock Port London
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port [Alterations &]
 Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and seriatim 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. H-11.5.27, E-31.5.27, E-15.7.27.)

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 ✓

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? yes.

Do. " Donkey " " " no.

If this was not done, state for what reasons? None.

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 165 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None. , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes. , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? yes. Is it fitted with 3 continuous liner? yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 11/64"

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

The main & auxiliary machinery of H.M.S. "Woodwick" has now been fitted on board the above vessel. For particulars, see Glasgow report No 38401, dated 10.12.1918.

The machinery has been opened up, & the cylinders, casings, pistons, valves, condensers, pumps & pumping arrangements, propellers, stern tube & "A" bracket bushes, tail, intermediate, thrust & crank shafts & their bearings, & all generally examined.

The boilers built by the Weser Engineering Co. of Bremen, & taken from the S/S "Kistula" have also been fitted on board this vessel.

The boilers & all their mountings were opened up, exam'd, repaired, tested by hydraulic pressure to 250 lbs per sq. inch found sound & tight, & finally the safety valves adjusted under steam to 165 lbs per sq. inch & the washers noted, the particulars of which are mentioned on the boiler 1st entry form attached. [See sheet No 2.]

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition, & eligible in our opinion to be classed in the R.B. with a record of L.M.C. 8.27, providing the sea cocks were exam'd. in November 1926. Also to have the notation of Tail shafts exam'd. 8.27.

Survey Fee (per Section 28.) L.M.C. 8.27 { Francis 10440- Fees applied for 29-8-1927
 Special Damage or Repair Fee (if any) Tace " 208.80 Received by me, H.L. Wilditch & J. Thomson
 Travelling Expenses 109- Committee's Minute FRI. 23 SEP 1927
 Assigned L.M.C. 8.27 (without Spl. condn)
Classed for Oil Lub. 8.27 F.P. abon 150 of
+ N.E. made 13, refilled 27 NB. made 20 refilled 27

FRI. JAN 20 1928

FRI. 13 JUL 1928

Lloyd's Register Foundation

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

when fee paid

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

W1015-0014 1/2

Antwerp.

Continuation of Report No. 15221 dated

29/8/4

on the

S/S "OILVIGOR" & "OLVIGORE."

Main Engines - Repairs etc:-

The tail shafts examined, liners trued up & the propellers renewed.

The P & S. Thrust blocks, Thrust & intermediate shafts renewed. Shafts Nos 1561, 1562, & 1100. Forging reports attached.

Boilers:- In the Port boiler, all the furnaces & several tubes renewed, & a few fire cracks welded. The water gauge cocks & check valves renewed.

Starboard boiler. Port & Centre furnaces renewed, starboard furnace set up, several tubes renewed, & a few fire cracks welded. The water gauge cocks & check valves renewed.

All superheater headers tested to 500 lbs, & the elements to 1000 lbs per sq. All the main & superheater steam pipes, pipe line fittings & valves tested by water pressure to 500 lbs per sq.

On completion of the boiler repairs, they along with all the mountings & the superheaters connected up, were tested by water pressure to 250 lbs per sq. & all found sound & tight.

The boilers are fitted with Messrs White's duplex unit for burning oil fuel, & the arrangements are in accordance with the approved plan, & sections Nos 39 & 49 of the Rules (1921-22)

On completion of all the repairs & alterations, the whole of the machinery was tested under full working conditions & found satisfactory.

For the R.B. Twin screw, cylinders 18" - 26 1/2" - 42" x 27" stroke. N.P. = 160 lbs. N.H.P. ~~253~~ H.S. = 4940. Forced draught, oil fuel.

H. L. I.

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