

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

(Received at London Office)

Date of writing Report 24<sup>th</sup> February 1949 When handed in at Local Office 24<sup>th</sup> February 1949 Port of SOUTHAMPTON.No. in Survey held at SOUTHAMPTON Date. First Survey 24-1-49 Last Survey 28-1-1949  
Reg. Book. 66376 on the Machinery of the Wood, Iron or Steel T. Sc. M.V. "LOCHMONAR" (No. of Visits 2)

Tonnage { Gross 9832 Vessel built at Belfast By whom Harland & Wolff Ltd Year. Month. When 1924-6  
 Net 5911 Engines made at Glasgow By whom Harland & Wolff Ltd When 1924-6  
 Nominal Horse Power 1317 MN Boilers, when made (Main) (Donkey) 1924.  
 No. of Main Boilers 1 Owners. Royal Mail Lines, Ltd. Owners' Address  
 No. of Donkey Boilers 1 Managers (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 1 Port London Voyage  
 in Donkey Boilers 100 lb If Surveyed Afloat or in Dry Dock ROSSD and Oldlands Southamptn  
 (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years unassigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
24/100H/Amigdl with fuel tank 6.48 SS. 100.6.48(d1)		24MCCS-A47 11.46 DBS. 8.47 TS. 4.48C1.

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage.

(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

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 " " "

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

Present condition of funnel(s)

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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has 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 and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Damage stated sustained through vessel grounding on Little Cayman Island, British West Indies, at about 5 AM, on the 19th September, 1948, whilst on voyage to Hamburg. Vessel refloated at about 9.55 AM on the 30th September, 1948, after several attempts, using main engines and with the assistance of salvage tugs. Vessel proceeded to Hamburg and then Southampton under her own power.

Damage stated sustained to No. 4 generator engine on the 9th December, 1948 and also damage to No. 1 generator engine on the 16th December, 1948, both damages sustained during voyage to Hamburg.

No. 1 Damage: Blades of both propellers slightly damaged, to remove, fair, repitch, refit. Both shafts to draw. All sea connections to open out for survey.

All main and auxiliary machinery, shafting, boiler, steam pipes, refrigerating machinery to be opened out for survey, steam pipes to be examined, engine slabs, seating, holding down bolts to be examined. Account of damage. Electric installation throughout vessel to be examined.

(Continued)

## 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 3.11, B&MS 3.11 or LMC 3.11 or LMC 140 lb., PD, &c.)

CS 3.24.

For the information of the Committee.

Survey Fee (per Section 29) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : : 19  
 (per Section 29.) £ : : Received by me,  
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute

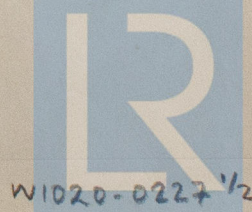
Assigned

FRI. 8 APR 1949

Deferred

J. J. Nicholas

Engineer Surveyor to Lloyd's Register of Shipping.



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W1020-0227 1/2

T.S.M. "LOCHMONAR"

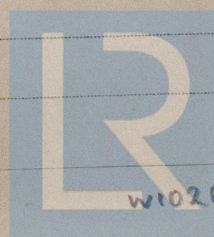
No 2 Damage: No 4 generator engine. No 2 crankshaft journal fractured. Crankshaft to renew and engine to stop for examination.

No 3 Damage: No 1 crankpin bolt broken, No 1 crankpin seized, connecting rod bent, piston & liner broken, entablature bed plate fractured. Bed plate, entablature lined, piston, connecting rod, crankpin brasses, etc. Engine to be completely dismantled for survey, crankshaft to try in lathe for truth and machine No 1 crankpin.

In view of the extensive damage to the hull of this vessel, it has not yet been decided whether vessel will be repaired or broken up. Vessel has now been stripped of fittings and is lying at a buoy in the Solent, awaiting the Owner's decision.

No repairs have yet been carried out.

*John L. L.*



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