

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

(Received at London Office)

Date of writing Report 23 FEB 1950 When handed in at Local Office 23 FEB 1950 Port of London

No. in Survey held at London Date. First Survey 10-11-49 Last Survey 15-11-49
 Reg. Book. 22400 on the Machinery of the Wood, Iron or Steel Steel "Port Caroline" (No. of Visits 2)

Tonnage { Gross 8415 Vessel built at Belfast By whom Workman Clark & Co Ltd When 1919 11
 Net 5072 Engines made at do By whom do When do
 Nominal Horse Power 1001 MW Boilers, when made (Main) 1919 (Donkey)
 No. of Main Boilers 4.58 Owners Port Line Ltd. Owners' Address Port London Voyage
 No. of Donkey Boilers 1 Managers do Port London
 Steam Pressure in Main Boilers 210 If Surveyed Afloat or in Dry Dock afloat. Royal Albert
 in Donkey Boilers 1 (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 how expired.	Machinery and Boiler Surveys (including date of N.E., if any)
+100 A1 shells		+LMC 3.47
deck machinery		BS 8.48
4.47		TSC 5.41
SS MWC 2 1/2 12.49		P. 11.49
Refrigerated store ship		Ref. Mch.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) PT BS & SRL

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Ford P45

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

" " 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 Ford part 18-11-49 Ford Shells 10-11-49 Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes 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? yes 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? yes 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 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? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done So complete for BS 11.49

the after P45 boilers remain to be examined in their entirety & safety valves on all 4 boilers adjusted under steam to 210 lbs/in².

Now Done:- The Ford part & shell boilers opened up & examined internally & externally together with safety valves, mountings, manholes, doors & their fastenings. Found or placed in good condition.

SRL:- Gear wheel on secondary shaft of windlass renewed now & found satisfactory under working conditions. It is submitted that the item relating to the windlass gear wheel be deleted from the SRL now.

Repairs:- Port Boiler lower manholes built up with electric welding, & corrosion above port wing furnace upper margin stay vee'd out & electric welded. (PTO)

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as
 (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, &MS 3.11 or LMC 3.11 or LMC 140 lb., FD, &c.)

now seen is in good condition & in my opinion eligible to remain as
classified with a fresh record of BS 11.49 when the survey is completed
as above.

Survey Fee (per Section 29) PTBS £ 7 : 0 : 0 Fees applied for 23 FEB 1950
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Received by me, L. B. Webb
 19 _____

Committee's Minute WED. 22 MAR 1950

Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1021-0241

Staid bolts:- Lower manholes built up with electric welding & all tubes
in back ends expanded or caulked.

Lb. Webb.

Note:- The owners state that this vessel is now proceeding
under tow to a northern port to be broken up.

Lb. Webb.

