

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

(Received at London Office)

23 FEB 1950

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Port of London

Date of writing Report... When handed in at Local Office...

No. in Survey held at London Date. First Survey 10-11-49 Last Survey 16-11-49

Reg. Book. 22400 on the Machinery of the Wood, Iron or Steel Vessel "Port Caroline"

Tonnage Gross 8415 Vessel built at Belfast By whom Workman Clark & Co Ltd

Net 5072 Engines made at do By whom do

Nominal Horse Power 1001 MW Boilers, when made (Main) 1919 (Donkey)

No. of Main Boilers 4 SB Owners Port Line Ltd Owners' Address

No. of Donkey Boilers 1 Managers Port London Voyage

Steam Pressure in Main Boilers 210 If Surveyed Afloat or in Dry Dock afloat. Royal Albert

in Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Report No. Port Particulars of Examination and Repairs (if any) P.B.S. & SRL

(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? Ford P.S.

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 Stables 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? Yes 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? Yes 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? Yes Is an approved oil retaining appliance fitted at the after end? Yes

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? 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 So complete for BS 11. 49

The after P.S. boilers remain to be examined in their entirety & safety valves on all 4 boilers adjusted under steam to 210 lbs/sq in.

Now Done:- The Ford part & stable 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 veiled out & electric welded. (PTO)

General Observations, Opinion, and Recommendation:- The machinery of this vessel so 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 9,11, &MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.) now seen is in good condition & in my opinion eligible to remain as classed with a fresh record of BS 11. 49 when the survey is completed as above.

Survey Fee (per Section 29) P.B.S. £ 7 : 0 : 0 Fees applied for 23 FEB 1950  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : :  
Received by me, L.B. Webb  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 22 MAR 1950  
Assigned Deferred



If so, is the Report sent now, or when will it be sent?

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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

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

L. Webb

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

L. Webb

