

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

(Received at London Office) 23 OCT 1939

Date of writing Report 20-10-1939 When handed in at Local Office 20-10-1939 Port of Belfast

No. in Reg. Book. 36074 Survey held at Belfast Date, First Survey 25-9-39 Last Survey 17-10-1939
 on the Machinery of the Wood, Iron or Steel Yuri Sc. M.V. "Victor Ross" (No. of Visits 12)

Tonnage { Gross 12247 Vessel built at Vegesack By whom Bremer Vulcan Year 1933 Month 1mo
 Net 7006 Engines made at Vegesack By whom Bremer Vulcan When 1933 1mo
 Nominal Horse Power 1560 Boilers, when made (Main) ☒ (Donkey) 1933

No. of Main Boilers 4 Owners Panama Transport Co. Owners' Address Port London Voyage ☒
 No. of Donkey Boilers 4 Managers W. J. Wolfe (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Coth. Thompson D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) CS, DBS, TS, Docking

(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? ☒

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

" " Donkey " " " Yes

If this was not done, state for what reasons? ☒

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 these parts of each Boiler? ☒

State latest date of internal examination of each boiler 3-10-39 all.

Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

Did the Surveyor examine the Safety Valves of Donkey Boilers? Yes

To what pressure were they afterwards adjusted under steam? 2 aft, 200 lbs/in²

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒

, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boilers? None fitted

Did the Surveyor examine all the mountings of the Main Boilers? ☒

, and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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 date of examination of Screw Shaft 3-10-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8" P+S.

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

Is electric light and/or power 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? ☒

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

Now done:- Vessel placed in drydock, propellers and outside fastenings examined, screwshafts drawn out and examined, sea connections opened up and examined, steering engine examined.

all donkey boilers examined with doors and mountings opened up. Safety valves of two aft boilers (oil fired) adjusted under steam, safety valves of two forward boilers (exhaust gas fired) adjusted under compressed air.

Port Main Engine, parts now examined:- all cylinders, covers, pistons & rods, Nos 2 & 4 top ends and connecting rods, Nos 3 & 4 bottom ends and crankpins, all journals, thrust shaft, No 2 & 4 intermediate shaft bearings, scavenge pumps, all attached pumps.

General Observations, Opinion, and Recommendation:- The machinery of this vessel

(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, R.S. 0,11, R.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

as now seen is in good condition and eligible in my opinion to remain as classed with fresh record of + LMC CS 6,37; DBS 10,39; tail shafts examined 10,39

Survey Fee (per Section 29) DBS £ 5 0 0 Fees applied for 20-10-1939
 Special Damage or Repair Fee (if any) £ 10 Received by me, 10
 Travelling expenses (if chargeable) £

Committee's Minute

Assigned

JUE. 2 NOV 1939

10.39
DBS 10.39

R. Muntion

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

W1139-0116 1/2

Twin S. M.V. "Victor Ross"

Starboard Main Engine, parts now examined:- all cylinders, covers, pistons and rods, Nos. 3 & 4 top ends and connecting rods, Nos. 1 & 4 bottom ends and crankpins, all journals, thrust shaft, Nos. 3 & 4 intermediate shaft bearings, scavenge pump, all attached pumps except lubricating oil pump.

Opened up & examined:- Port Manoeuvring air reservoir, main engine fresh water coolers, main engine jacket circulating pump, Manoeuvring air compressor air cylinders & steam cylinders, auxiliary compressor, generator engines cylinders, general service pump, auxiliary feed pump, condenser.

Repairs:- a number of combustion chamber stays in the two oil fired boilers re-caulked & nuts renewed. Minor repairs to boiler mountings effected.

Main engine pistons, rings renewed as necessary.

Nos. 1, 2 & 4 port & 3 & 4 starboard piston rods skimmed parallel and polished in lathe. Piston rod packing on all rods renewed or adjusted as necessary.

Attached and independent pumps, bucket rings renewed and valves overhauled as necessary.

On completion of repairs the engines were examined under working conditions, the boiler steam fire extinguishing apparatus & extended spindles were tried.

R. Merton.



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W1139 - 0196 2/2

Cladance. D.L. Hold.

2 piston rods machined & minor
repairs.

It is submitted that
this vessel is eligible for

THE RECORD. D.L. 1039, Port 5039

It is submitted that
this vessel is eligible for fresh
RECORD of Survey 1039
for the oil engines.

Submitted the Surveyor be asked
to state whether the scavenging
pumps are of the reciprocating
type & if so whether he
examined their crankshafts.
G. J. Jurens
23/07/39



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