Rpt. 9.

No. 65623

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

(Received at London Office 17 JUN 1942)

Date of writing Report 14th May 1942 When handed in at Local Office 16.5.1942 Port of Glasgow.

No. in Reg. Book. 18947 Survey held at Glasgow. Date. First Survey 8.5.42 Last Survey 14.5.1942 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel "ALDERSDALE"

Tonnage { Gross 8402 / Net 5009.

Nominal Horse Power 687.

No. of Main Boilers —

No. of Donkey Boilers 2

Steam Pressure— in Main Boilers —

in Donkey Boilers 150 lbs.

Vessel built at Birkenhead By whom Cammell Laird & Co Ltd When 1937-9 (Year. Month.)

Engines made at Sunderland By whom Wm Doxford & Sons Ltd When 1937

Boilers, when made (Main) — (Donkey) 1937

Owners The Admiralty Owners' Address — (if not already recorded in Appendix to Register Book.)

Managers — Port London Voyage —

If Surveyed Afloat or in Dry Dock Gladstone dry dk (State name of Dock.)

Last Report No. ..... Port .....

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 remained now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1		+L.M.C. 9.37
12.41		D.B.S. 11.41
		T.S (C.L.) 11.38
Carrying Petroleum in bulk.		

OIL ENGINE
Oil Engine
Continuous Survey

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

Particulars of Examination and Repairs (if any) docking, T.S.

(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.)

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 " " " No.

If this was not done, state for what reasons not due

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? —

State latest date of internal examination of each boiler — Present condition of funnel(s) —

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 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? —, 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? 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? —

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 14.5.42 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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

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.? —

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

Vessel placed in dry dock. Propeller, Sea and propeller fastenings examined. Tail Shaft drawn, examined and found in safe working condition.

General Observations, Opinion, and Recommendation:— The machinery, so far as seen, is in

(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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

safe working condition and eligible in my opinion to remain as classed with fresh record of Tail Shaft seen (C.L.) 5.42

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 30.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for ..... 19.....

Received by me, ... 19.....

G. H. Macdonald
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 16 JUN 1942

Assigned As usual

5.42

Is a Certificate required? If so, to be sent to W1165 - 00154

C.S. no 1 due 9.41.
Noted
JRW
29.6.42

Port of GLASGOW. Continuation of Report No. 65623 dated 10TH JUNE. 1942. on the

M.V. "ALDERSDALE."

and plate in strake below heated and faired in place, plates riveted & landing caulked. The riveting and caulking in way of the other indents were examined and overhauled as necessary.

DOCKING.

Vessel placed in dry dock, bottom and rudder cleaned, examined, now satisfactory. and recoated.

Decks, casings, hatches, coamings ventilators etc examined and found satisfactory

No. 3. Cargo tanks generally examined & found satisfactory.

Freeboard rough checked.

The cables were ranged, anchors & cables examined and now satisfactory.

Chain Locker examined and now satisfactory.

This vessel is not fitted with rod and chain steering gear. Emergency steering gear generally examined and found satisfactory.

REPAIRS. WEAR AND TEAR.

SHELL. Several rivets in way of aft peak tank (P.S.) set up and electrically welded.

Leakage in way of rudder trunk made light by electric welding.

Collar plate in way of port hawse pipe renewed.

Boat. Deck supports, port side renewed, faired and refitted, one angle renewed.

CHAIN LOCKER, PORT SIDE. forward bar of cable fastener renewed, faired and refitted. Cable fastener now satisfactory.

Cables. several slack studs tightened up.

S.R. LIST. Shell plates. (P.S.) F.6 (E.W. 12 A1.) and. F.4 and 8. (corrosion) were examined and found efficient. There is no evidence of further corrosion having taken place.

LICENCE. No. R. 4026. Trials supervised.

W1165 — 8000 2/N