

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

(Received at London Office)

30 AUG 1941

Date of writing Report Feb. 28th 1941 When handed in at Local Office Port of St. John's N.F.L.

No. in Reg. Book 72650 Survey held at St. John's N.F.L. Date First Survey Dec 20/41 Last Survey Feb. 15th 1941.
(No. of Visits 10)

Age { Gross 5682 Net 3373 Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd. When 1937-8
Main Engines made at Sunderland By whom George Clark (1936) Ltd. When 1937.
(Donkey)
Main Boilers 3 Boilers, when made (Main) 1937
Owners Sequehay Terminals Ltd Owners' Address London Voyage Halifax, U.S.
Managers
Main Boilers 220 If Surveyed Afloat or in Dry Dock both, St. John's D. 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 now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
* 100 A1 12.39		LMC 8.37

Particulars of Examination and Repairs (if any) Damage

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the nature of the damage should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined. Requested

Has a damage report made by anyone else? If so, by whom? No

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

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

Where a survey was not done, 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?

What was the 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? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? 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 the date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

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 Vessel in dry dock

Remarks: Examined propellers and fastenings of stern bush and sea connections. Heavy held up? Damage to machinery alleged sustained through engines racing during heavy weather in St. John's. Found a number of holding down bolts slack, and several bolts broken. Reported that the thrust shaft was apparently out of alignment, and that there was a decided "whip" in the S.P. section of crank shaft when running. No. 6. main bearing top halves was found to be slack in the bed plate housing. Bolts broken in S.P. cylinder port side foot pairs. Main Engine holding down bolts gone out and handed up, and broken bolts renewed. New bolts fitted in S.P. cylinder port side foot to column head. Crank shaft to thrust shaft coupling disconnected and found to be out of alignment. S.P. section of crank shaft bedded in lathe, and by journal and coupling face found 1/16" out of alignment.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as seen, is now in safe and efficient working condition, eligible in my opinion to remain as classed in the Register Book, without fresh record of survey.

Survey Fee (per Section 29) £ 65.00
Special Damage or Repair Fee (if any) \$100.00
Traveling expenses (if chargeable) not paid
Fees applied for Feb 12 1941
Received by me, Feb 13 1941

Committee's Minute TUE. 16 SEP 1941
Assigned As now

A. M. Macfarlane
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W1168-0130



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

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

1957.

L.P. crank aft journal and coupling face machined true.

Inward section of crank shaft lifted, and white metal in main bearing bottom halves found damaged and broken.

Bottom halves re-metalled, and crank shaft connected and bedded. Thrust shaft tested in lathe and found good.

Thrust shaft bearings adjusted and shaft fitted in place.

Shafting aligned throughout and coupled up in good working order.

Coupling holes in crank to thrust shaft reamed, and new bolts fitted.

After repairs were completed the main engines were given a harbour running trial, and found satisfactory.

Wear and tear repairs were effected to the main engine pistons, poppet valves, intermediate stop valve, L.P. guide plate, main condenser, which condenser,

Weir pumps, ballast pumps, general service pump, evaporator, fan engine, refrigerating machinery, tank and bilge suction pipes, sounding pipe, etc., all now in good working order.

D. M. Macfarlane.

Wash. Tank
Shafting repaired and
lined up.

It is recommended that
this record be eligible to
be made as CLASSIFIED.

11/9/41



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