

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

27 MAR 1944

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(Received at London Office 3 APR 1944)

Date of writing Report

When handed in at Local Office

Port of

London

No. in  
Reg. Book

Survey held at

London

Date

First Survey 22<sup>nd</sup> Dec 1943

Last Survey

14<sup>th</sup> Mar 1944

(No. of Visits 26)

26117 on the Machinery of the ~~Wood~~, ~~Iron~~ or Steel

S.S. "IDDESLEIGH"

Tonnage { Gross 5205  
Net 3100  
Nominal 570  
Horse Power  
No. of Main Boilers 3.58  
No. of Donkey Boilers 1  
Steam Pressure—  
in Main Boilers 180 lb.  
in Donkey Boilers

Vessel built at

Sunderland

By whom

R. Thompson &amp; Sons Ltd.

When 1927 9

Engines made at

Sunderland

By whom

Richardsons Wigham &amp; Co. Ltd.

When 1927

Boilers, when made (Main)

1927

(Donkey)

Owners

Tate &amp; Lyle Stevedoring Co. Ltd.

Owners' Address

Managers

W. J. Tate &amp; Lyle Ltd.

(if not already recorded in Appendix to Register Book.)

Port

London

Voyage

If Surveyed Afloat or in Dry Dock

Millwall Dry-dock

(State name of Dock.) Millwall Dock &amp; W. India Dock.

Particulars of Classification which must be inserted precisely as in Register Book &amp; 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 with freeboard 3.43 SS Bry. No. 3-2.39		*LMC MS. 2.39 BS. 10.41 TS. CL. 5.42

Last Report No.

Port

Particulars of Examination and Repairs (if any) BS, GE and docking &amp; MS.

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?

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

Port 3<sup>rd</sup> Feb. Centre & Star 29<sup>th</sup> Feb. 1944

Present condition of funnel

satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers?

Yes

To what pressure were they afterwards adjusted under steam?

180 lb./sq. in.

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?

Yes

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

No

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? Yes. - (See Cont<sup>n</sup> Sheet)

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.

Now done:- Vessel placed in dry-dock. Propeller, after end of stern bush and outside fastenings of sea connections examined and found in satisfactory condition. Evaporator blow-down cock rejoined to ship's side.

B.S.:- All boilers examined internally and externally together with all mountings, doors and their fastenings and all placed in good condition.

REPAIRS — PORT BOILER:- Locally corroded areas on combustion chamber and furnaces were brushed and coated with "Oxypro" paint. Centre furnace specially examined and gauged. From the gaugings, it was considered that this furnace although distorted, continued to remain efficient and it is recommended that this furnace should be gauged again at the next boiler survey.

Main and auxiliary internal feed pipes renewed, (corroded).

CENTRE BOILER:- All plain tubes now renewed. Tube plates examined when tubes removed, and all found in satisfactory condition.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel, so far as now

(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, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

CS 3.34,

seen, is in good, and safe working condition, and is, in our opinion, eligible to remain as classed, with fresh records of, BS. 3.44, Examined 3.44 and M.S. 3.44 when survey is completed, subject to auxiliary steam pipes over 3 in. bore being examined and centre furnace of port boiler being specially examined and gauged at next B.S. It is submitted that the working "examine pumping arrangements" and "reub defective tubes in star boiler" be withdrawn from S. R. List.

Survey Fee (per Section 29) £ 4 : 0 : 0

Fees applied for

3 APR 1944

Special Damage or Repair Fee (if any) £ 12 : 12 : 0

(per Section 29.)

Travelling expenses (if chargeable) £ :

Received by me,

19.

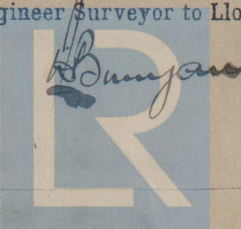
J. H. Ross. R. W. Coombes.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 25 APR 1944

Assigned { As now } subject  
BS 3.44



Lloyd's Register Foundation

W1188-0129 1/3



PORT COMB<sup>2</sup> CHAMBER:- Top of wrapper plate found badly corroded in way of top seam landing edges and girder stay necks. Wrapper plate cropped, and whole of top plating renewed. New plate butt-welded to existing wrapper plate sides, and riveted to tube and back plates. All comb<sup>2</sup> chamber girder stays renewed.

CENTRE COMB<sup>2</sup> CHAMBER:- Locally corroded areas on top wrapper plate built up with electric welding. 1 new girder stay fitted. 26 defective rivets renewed in wrapper plate top seams, and landing edges of plate built up with electric welding.

STAR<sup>2</sup> COMB<sup>2</sup> CHAMBER:- Locally corroded areas on top wrapper plate built up with electric welding. 24 defective rivets renewed in wrapper plate top seams, and landing edges of plate built up with electric welding.

Boiler end plate built up with electric welding in way of main check valve joint face, and check valve re-jointed to shell.

Main stop valve lid and spindle renewed, and valve seat machined.

Safety valve lids renewed (thin) and seats machined.

On completion of repairs, the boiler was tested hydraulically to 190 lb/sq. in. and was found sound and tight.

STAR<sup>2</sup> BOILER:- All plain tubes now renewed. Tube plates examined when tubes removed, and all found in satisfactory condition.

PORT COMB<sup>2</sup> CHAMBER:- Port side of wrapper plate found badly corroded in way of top lap joint. Wrapper plate cropped above and below lap joint, and new plate approx. 18 ins. deep by 2 ft. 5 ins. wide butt-welded to existing wrapper plate, and riveted to tube and back plates. 6 screwed comb<sup>2</sup> chamber side stays renewed.

Star<sup>2</sup> side of wrapper plate found badly corroded in way of top lap joint, and also in way of 3<sup>rd</sup> and 4<sup>th</sup> stays from top, and landing edges of tube and back plate seams. Wrapper plate cropped above and below lap joint, and new plate approx. 6 ft. 6 ins. long by 2 ft 5 ins. wide butt welded to existing wrapper plate and riveted to tube and back plates. 26 screwed comb<sup>2</sup> chamber side stays renewed.

CENTRE COMB<sup>2</sup> CHAMBER:- Corroded areas on star<sup>2</sup> side of wrapper plate built up with electric welding. 15 defective rivets in wrapper plate side seams renewed, and landing edges of plate built up with electric welding. 5 screwed comb<sup>2</sup> chamber back plate stays renewed, and plate built up with electric welding on fire side in way of same.

STAR<sup>2</sup> COMB<sup>2</sup> CHAMBER:- Star<sup>2</sup> side of wrapper plate found badly corroded in way of top lap joint. Wrapper plate cropped above and below lap joint, and new plate approx. 18 ins. deep by 2 ft 5 ins. wide butt welded to existing wrapper plate and riveted to tube and back plates. 6 screwed comb<sup>2</sup> chamber side stays renewed.

All three furnaces found badly corroded on sides, approx. along line of fire-bars. A number of test holes were drilled in sides of centre furnace and the thickness was found to vary from  $\frac{3}{16}$ " to  $\frac{3}{8}$ ", the average thickness being  $\frac{1}{4}$ ".

As the port and star<sup>2</sup> furnaces were in a somewhat

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similar condition, it was recommended that all 3 furnaces be renewed. All 3 furnaces now renewed.

Marks taken off new furnaces:-

PORT	CENTRE	STAR
LLOYD'S TEST	LLOYD'S TEST	LLOYD'S TEST
9798 W.A.L.	9794 W.A.L.	9794 W.A.L.
11.2.44	11.2.44	11.2.44

Boiler end plate built up with electric welding in way of main check valve joint face, & check valve re-jointed to shell. Safety valve seat machined, and new lids fitted (thin). On completion of repairs, the boiler was tested hydraulically to 230 lb/sq. and was found sound and tight.

All boilers were afterwards examined under steam, and safety valves adjusted to 180 lb/sq.

MACHINERY:- The owners request that the following machinery parts, now examined, may be credited towards the next special survey.

Main engine M.P. and L.P. crank pins and bearings examined and found in satisfactory condition. M.P. slide valve and cage opened up. Brass liner now fitted to edges of valve, and ridges machined off cage. L.P. ahead guide plate examined and re-jointed. Manoeuvring valve opened up and examined, and placed in good condition. Multi-collar thrust opened up and examined. All shoes found badly worn on ahead side. All shoes now re-installed.

Main condenser examined and tested, and found tight.

Reversing engine opened up and examined and placed in good condition. Cylinder bored out and new piston fitted. Air pump (attached) opened up and examined and found in satisfactory condition.

Both independent main feed pumps opened up and examined and placed in good condition. New bucket fitted to Star pump.

Auxiliary feed pump opened up and examined and placed in good condition. Independent centrifugal circulating pump opened up and examined and placed in good condition. Impeller shaft found badly worn in way of gland. New impeller shaft now fitted.

Both dynamo engines opened up and examined and placed in good condition.

The following not to be credited towards next special survey:-

Steering engine partly opened up. New key fitted to main worm. Hunting gear block-out renewed.

Main engine L.P. balance piston cylinder cover renewed (previously temporarily repaired).

Remainder of main and auxiliary machinery examined externally, as far as practicable, without any further parts being opened up for survey, and all found in satisfactory condition. All bilge suction pipe lines cleared, and bilge pumping arrangements tested, and found satisfactory.

Main and auxiliary machinery, including windlasses and steering gear, tried under working conditions, and all found satisfactory.

Owing to scarcity of labour, the testing of auxiliary steam pipes over 3 in. dia. was not carried out at this time.

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22. TROUBLESHOOTING

*H. B. Bryan*

Machinery:- The answer request that the following

With engine M.P. and L.P. covered, this and bearings examined and found in satisfactory condition. M.P. valve valve and cap opened up. Bore lines now fitted to cap of valve, and valves machined off cap. L.P. valve found block chamber and in position. Reassembling valve opened up and examined, and fitted in good condition. Valve-cutter thrust opened up and examined. All three found good work on about 1000. All three are in excellent condition.

[illegible]

Temporarily retained.  
Main engine L.P. balance positive exhaust valve removed (burning  
burning gas back into cylinder.  
Burner engine partly fixed up. New day fixed to main motor.  
The following not to be retained however with special survey:-

[illegible]