

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

(Received at London Office)

2 SEP 1943

Date of writing Report 21 AUG 1943 When handed in at Local Office 21 AUG 1943 Port of Liverpool

No. in Survey held at 30036 Date First Survey 28/7/43 Last Survey 10/8/43 (No. of Visits 5)

Reg. Book 30036 on the Machinery of the Wood, Iron or Steel S.S. "NEW COLUMBIA"

Gross 1574 Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1920 6

Tonnage Net 1044 Engines made at Belfast By whom Harland & Wolff, Ltd. When 1920

Nominal Horse Power 514 Boilers, when made (Main) 1920 (Donkey)

No. of Main Boilers 3 Owners Elder Dempster Lines, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port Liverpool Voyage

Steam Pressure in Main Boilers 180 lbs. Surveyed Afloat or in Dry Dock Bombrungh, Offender's Dry Dock.

in Donkey Boilers 180 lbs. (State name of Dock.)

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port Docking

Particulars of Examination and Repairs (if any) G.E. Bulky Reps. S.R.L. + 100 A1

(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? 40

Donkey "not due"

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

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

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? 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 Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 0.025 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

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

Now Done:-

Docking. Vessel placed in drydock. Examined propeller, coaks, valves and outside fastenings of sea connections.

G.E. Main and auxiliary machinery generally examined, tried under working conditions in dock and found satisfactory.

Pumping arrangements generally examined and tested and found in good order. Electrical installation generators, cables and fittings examined and found satisfactory. Defective connections in distribution boxes, made good. Insulation resistance megger tested, on completion, and found in good order.

S.R.L. The propeller blades were found to be satisfactory and it is stated that they were dressed whilst the vessel was in Glasgow during March 1943. This item may now be deleted from the S.R.L. P.T.O.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel, where now seen, is eligible in my opinion to remain as now classed subject to the propeller pitch being checked and the TS and stern bush examined when TS due 12.4.43.

Survey Fee (per Section 29) £ : : Fees applied for 25 AUG 1943

Special Damage or Repair Fee (if any) £ 4 : 4 : 0 Received by me, 31 AUG 1943

(per Section 29.)

Travelling expenses (if chargeable) £ : : LICENCE CASE

Committee's Minute As now Subject.

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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F0100-0426

Repairs.

Main injection valve disconnected for access to shell repairs. Stem bush retaining ring slackened back and wear down verified.

Centre furnaces of Centre and starboard boilers were examined, at the request of the Owners' Supt., found to be somewhat distorted and compensating rings have now been fitted. It was stated that it is the Owners' intention to renew all plain tubes in the boilers, and the Centre boxes in the Centre and starboard boilers have now been renewed.

The boilers were examined under steam on the completion of repairs and found satisfactory.

W.H.

SS. No 2000 1140. Fully used 1140 Not advanced

Machinery generally examined

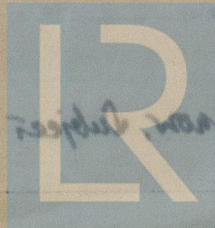
End 8.3 for 12.00

W.H.

W.H.

6.7.43

Original recommended



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