

(Received at London Office.....20 Oct 1941.....)

		Year.		Month.
Tonnage	Gross <u>9755</u>	Vessel built at <u>Belfast</u>	By whom <u>Harland & Wolff Ltd</u>	When <u>1905</u>
	Net <u>6106</u>	Engines made at <u>do</u>	By whom <u>do</u>	When <u>1905</u>
Indicated Power	<u>658</u>	Boilers, when made <u>(Main)</u>	<u>1905</u>	<u>(Donkey)</u> <u>MD6</u> <u>1929</u>

particulars of Examination and Repairs (if any) Docking & repairs

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 has offered his services for this purpose, and why they were declined.

S.S. Hwc. 2 nd N ^o 3.	H.I.H.C. 1036
7,30	B.S. 5,40
S.S. Got. N ^o 3-1036	P.B.S. 3,39.
H.I.P.O. A.I. W.L.	T.S.C.L. 2,39.
Pulboard 115,40	
Carrying Wharboil in	Carrying oil

a damage report made by anyone else? If so, by whom? _____

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

" " *Donkey* " " " "

was not done, state for what reasons? *Donkey Boiler stated surveyed at Cape Town in April 1941*

<i>hull 18.29 F.P.</i>	<i>fuel in hull</i>
<i>above 150°F.</i>	<i>Exposure 150°F in tanks about copper dross</i>

that parts of the Boilers could not be thus thoroughly examined? Press Boiler
 what special means, in the absence of internal examination, were adopted by the } Subject to the
 veyor to assure himself of the thorough efficiency of those parts of each Boiler? } not being used and
 present condition of internal examination of each boiler Present condition of funnel(s) Good

e Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215
 e Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? No

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? No

e Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? No

e Surveyor examine all the fastenings of the Main Boilers? Yes, and of the Donkey Boilers? No

new 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? ✓

aft now been changed? no If so, state reasons ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

Is electric light and/or power fitted? ☒ Yes

Has it a continuous liner? ☒

Is the shaft now fitted been previously used? ☒

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 28 1/7/41 close

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

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? No

Have the necessary arrangements been made for its completion and what remains to be done? To complete the H.S. the

Following remains to be examined:- 1st HP shaft valve & LP cylinder piston & shaft
be. All main engine attached pumps except the air pump. All auxiliary pump

apt. the main Circulator. Electrical installation & pumping arrangements, & boiler
tiring engines. & Steam pipes to test
done: Vessel placed on punton, propeller & all outside fastenings examined.

P.S. Two double ended & two single ended main boilers examined.

ternally & externally together with doors, mountings & fastenings, & safely & well
mistaken under steam to 215 lbs & 4". P.T.O.

General Observations, Opinion and Recommendation:—The machinery of this vessel as now seen is

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.E.M.S. 9,11, & L.M.C. 9,11, on
* LMC 140 lb., F.D., &c.)
CS 3,34,
pool & efficient condition & eligible in my opinion to remain as now classed & to

c. fresh record of M.B.S. 8,41 & T.S.C.L. 7,41 now, & to have fresh record of M.B.S. 8,41 (with date) when the survey is completed as above. Subject to Pr. Bs not being ac. (as per S.R. 4.5T)

Fee (per Section 29) Damage or Repair Fee (if any) (per Section 29.)	HS B 50.00. HS B 20.00. HS 25.00.: HS B 50.00.	Fees applied for Sept 2, 1941 Received by me,	PR Waples
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ing expenses (if chargeable) Rate Sec \$ 10.00 : _____ 19____
Committee's Minute NEW YORK SEP 13 1941
and Rs 11.00

M. B. S. 8, 41. T. S. 7, 41. Subject ~~DNB~~ PR. BS.

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

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

S.S. UNIWALECO

Boiler oil fuel feeding installation, & steam smothering appliances in stokehold examined under working conditions now done as Part M.S.

Examined all main engine, crank, thrust, & intermediate shafting & bearings, HP cylinder piston & slide valve, 1st HP cylinder piston & rod, & 2nd HP cylinder piston & slide valve. Main condenser examined & water tested. Main engine driven air pump, & the main circulating pump throughout including its fuel & aft engines.

Repairs:- Approximately 19% smoke tubes renewed throughout the four main boilers as found necessary.

Main Condenser:- All ferrules renewed, approximately 190 tubes renewed, all tubes repacked, & ferrules replaced with part new as found necessary.

Main engine air pump bucket rod renewed.

Main engine 1st HP crosshead removed to shop pins machined & bearings reinstalled.

All sea injection & discharge valves encased in cement boxes in accordance with British Ministry of Shipping Requirements.

Main Injection copper pipe found leaking at saddle brazing, removed to shop repaired annealed & replaced.

Suction gate valves to H^o 2 copperdam in tunnel, port & starboard sides found fractured, now renewed.

Alterations to Auxiliary steam piping

A new steam pipe has now been fitted from the donkey boiler to the main evaporating units to enable the evaporators to be worked independently from the donkey boiler, whilst the main boilers are in operation. Two new cast iron steam stop valves (one 4" & one 2½") & one new cast iron reducing valve as marked on plan V-37 herewith have been examined & tested to 400 lbs. hydraulic pressure, together with the new 3" & 2½" S.D. copper steam piping of 7 gauge.

NOTE:- The Chief Engineer now states that the main engine 1st H.P. slide valve & the L.P. cylinder piston & slide valve of the main engine, were opened up & overhauled by the engineroom staff during July & August 1940.

W. Waples

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Note part L.S. no 1 due 10.40
MBS held

Subject to the ^{Pres.}
not being used

Thus
29.10.41

It is submitted that
this vessel is eligible for
THE RECORD. MBS 841
OBS 4.41



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