

# Report of Survey for Repairs, &c., of Engines and Boilers.

No. 87999

(Received at London Office 26 JAN 1932)

Report made at 13/11/32 Port of NEWCASTLE-ON-TYNE

Survey held at John Shields Date, First Survey 10 Aug 1931 Last Survey 7 Jan 1932

on the Machinery of the Wood, Iron or Steel T.M.S. "WELLFIELD" (No. of visits 40)

Vessel built at Newcastle By whom Thos J. B. Colclough When 1924.3

Engines made at - do - By whom H. E. Mat. Eng Colclough When 1924

Boilers, when made (Main) - do - (Donkey) 1924

Owners Field Tank S. S. Colclough Owners' Address Huntingdon St. Bath

Managers Huntingdon St. Bath Port Newcastle Voyage Said up

If Surveyed Afloat or in Dry Dock Bath Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. 120 Port Bath Damage, T. Safe MC + DBS

Persons of Examination and Repairs (if any) MC + DBS

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 the cause of which must be stated should be separated from Repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the names of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined the Boilers for this purpose, and why they were declined? yes, not required

Report made by anyone else? If so, by whom? Messrs Henrys & Co

Personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " Yes

State for what reasons? Oil Engine CONTINUOUS

Were the Boilers could not be thus thoroughly examined? Yes

Means, in the absence of internal examination, were adopted by the Surveyor to test the efficiency of those parts of each Boiler? Yes

Examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs/sq in

Examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs/sq in

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Were the draw 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? Yes

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? Yes

Fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Looking fit (Bushes rewooded)

Complete, state what arrangements have been made for its completion and what remains to be done Complete

Vessel placed in dry dock for examination after damage sustained by grounding in the Black Sea 25th Dec. 1931. See Istanbul Rpt. 3382.

Main Shafts drawn & examined in lathe. Shafts showed length of liners, & stems bushes rewooded. Two new liners fitted. Intermediate shafting examined in lathe. Examination also made of auxiliary Compressors, lubricating pumps, ballast & general service pumps, oil transfer pump auxiliary pumps. See Connections & outside fastenings. Starting air reservoirs examined internally also.

Observations, Opinion, and Recommendation:—The machinery of this vessel is in a good & safe working condition & eligible in our opinion to be employed on service. Spare shafts seen. 1-32 & 2-32. The vessel's name may be removed from the S.R. to D.B.S. 1-32.

Received by me, William Dutton Engineer Surveyor to Lloyd's Register of Shipping. Post. Haser.

TUE 9 FEB 1932

L.M.C. 1-32; D.B.S. 1-32

S. 1-32 without opt. condn.

CERTIFICATE WRITTEN 26.8.32

(113) W134-0140

M. S. WELLFIELD

Mountings of same.  
Examination made of steering engine & windlass.

Both donkey boilers examined internally & externally with  
mountings, doors & fastenings.  
Mountings overhauled & safety valves adjusted under  
steam as above stated.

M.S.W.

M. S. Wellfield

was lifted out of keel & placed in the N.E. M&C Coy Works  
engines completely dismantled & all parts thoroughly  
cleaned for examination.  
Cylinders taken from beam cleaned & examined &  
found satisfactory.  
Inlet & outlet valves fuel & air starting valves cleaned  
& hydraulically tested.  
Shafts & cams with levers & gear disconnected cleaned  
& overhauled. Main crossheads guide shoes & sliders examined.  
Inj. starting gear disconnected & overhauled.  
Fuel pipes & connections cleaned & overhauled.  
Piston rods connecting rods top & bottom  
bearings crank shafts, thrust shafts & shoes &  
bearings cleaned & examined.  
Pumps & gear disconnected & overhauled.  
Air receivers & control air & fuel bottles cleaned  
& tested. All air pressure pipes cleaned & tested.  
Cooling water telescope pipes & connections & engine  
water pipes & connections & all lubricating oil  
& connections with tanks cleaned & examined.  
Pulley, ballast & oil fuel pipes & connections cleaned & exd.  
Inj. engines & gear examined & overhauled.  
Compressors opened up cleaned & examined &  
tested. All pipes, valves etc for same overhauled & tested.  
Pulley & cooling water pumps cleaned & examined.  
Crank shafts skinned up in lathe  
with Port & Starboard reversing engines ground up in lathe  
& overhauled & new keys fitted.  
Rollers & pins fitted to full valve levers.  
Inlet valve cams softened reground & recarbonized.  
Exhaust levers straightened in forge & refitted.  
One exhaust valve housings with guide pieces  
& valve lids renewed.  
Inlet valve lids renewed also 12 flame plates, 6 needle  
& 15 atomizers for same.  
Inlet air valve bodies & 50 GM. ram bottom rings renewed.  
All packing renewed in fuel valves.  
Compressor cylinders rebored & HP pistons renewed.  
Inj. piston rods skinned up in lathe and new  
rings & piston rings fitted.  
Inj. pistons renewed.  
Main crosshead pins skinned up in lathe  
& re-metalled.

William Bates.

M.V. Wellfield.

Overhauled 3 upper grooves in each piston skimmed  
on lathe & new rings fitted including 12 spare.  
Cooling water pipes cleaned, glands repacked  
port outlet pipe renewed No 5th telescope jet  
renewed.

oil settling & service tanks & lubricating oil  
tanks cleaned & examined (see ship report)  
main shafts rebedded, port engine bedplate centre  
freed up & living centre coupling in line, new  
coupling bolts fitted in this coupling. Thrust shafts  
up to crank shafts, coupling bolts of  
main engine renewed.

Winders refitted in beam & beam water tested.  
Main gear & reversing gear reassembled.  
New rebuilt & all gear & exhaust pipes replaced.  
Pipes fitted in ship & fired up true.  
Whisk down bolts & chocks fitted.  
Main gear cleaned & overhauled new parts supplied  
required.

Taken on 12 hours trial in the North Sea  
machinery worked satisfactory.

Notes & repairs.!

Design & fitting cast iron columns of the A type & stand  
for main bearing (16 in all) including all modifications

Balance weights fitted on main engine crank shaft as per  
plan.

Engine cooling water & bilge pump body renewed with  
copper bolts renewed on account of grooving in fillets  
flange.

Corner chocks fitted to bedplates.

William Butts.



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