

No. 24625

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

(Received at London Office)

16 MAR. 1942

F2 MAR 1942

Port of NEWPORT, MON.

Writing Report 3<sup>rd</sup> March 1942 When handed in at Local Office

Survey held at NEWPORT, MON.

Date First Survey 18<sup>th</sup> Jan 41. Last Survey 9<sup>th</sup> Feb. 1942

(No. of Visits 48.)

M.V. "ADELLEN"

9 on the Machinery of the Wood, Iron or Steel

Gross 7984

Net 4735

Liner 653

Main Boilers ✓

Donkey Boilers 2

Pressure Boilers ✓

Key Boilers 180

Vessel built at Glasgow

By whom Blythwood S.B. 60.6 When 1930 12

Engines made at Greenock

By whom J. G. Kincaid 60 When "

Boilers, when made (Main) ✓

(Donkey) 1930.

Owners Adelleen Shipping Co. b

Owners' Address ✓

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

Port London Voyage ✓

Managers ✓

If Surveyed Afloat or in Dry Dock Easton D.Y. &amp; A.Y.

Port London Voyage ✓

(State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Damage

Surveys, when held, must be reported in detail and serially 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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. Yes, not reqd.

damage report made by anyone else? If so, by whom? War Damage &amp; Salvage Assoc.

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

Yes

Donkey "

"

"

as not done, state for what reasons

Yes

at parts of the Boilers could not be thus thoroughly examined?

Yes

at 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?

Yes

test date of internal examination of each boiler. Donkey boiler 4.2.42.

Present condition of funnel(s) effluent

Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

180 lbs

Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

180 lbs

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Yes

, and of the Donkey Boilers?

Yes

Surveyor examine the drain plugs of the Main Boilers?

Yes

, and of the Donkey Boilers?

Yes

Surveyor examine all the mountings of the Main Boilers?

Yes

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

Screw 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?

shaft now fitted been previously used?

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?

Date of examination of Screw Shaft 25.6.41. State the distance between lignum vita or bearing metal of stern bush and top of after bearing of screw shaft.

Is electric light and/or power fitted

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

Yes

Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Yes

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

On account of damage stated to have been sustained by enemy action on the

Yes

vessel in dry dock. Propeller, Propeller shaft stern bush &amp; gland

Yes

sea cocks &amp; valves and all outside fastenings examined and found

Yes

x put in good condition.

Main Engines. - 1. 1. 2. 3. 4. 5. 6. 7. 8 Cylinders. Covers, Valves, pistons and

Yes

rods. Crossheads and braces, examined. All main bearings &amp; journals.

Yes

Bottom cross pins. Main bedplate, holding down bolts, Thrust shaft

Yes

together with thrust block. Holding down bolts examined.

Condenser, Ballast, Circulating &amp; feed pumps &amp; pumping arrangements examined. P.T.O

General Observations, Opinion, and Recommendation:—The machinery of this vessel

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, &amp;c.; thus, for example, B.S. 9.11, B&amp;M.S. 9.11, L.M.C. 9.11, or

E.L.M.C. 140 lb. F.D., &amp;c.)

CS 3.34

is now eligible to remain as closed with Records of L.M.C.-C.S. 2.42

Yes

D.B.S. 2.42. Tail shaft over 6.41.

LICENCE CASE

Yes

Fee (per Section 29) £14.0.0

Yes

Damage or Repair Fee (if any) £22.1.0

Yes

(per Section 29.)

Yes

ing expenses (if chargeable) £1.0.6

Yes

Fee Just. £4.0.0

Yes

Committee's Minute FRI 20 MAR 1942

Yes

Signed T. A. M. C. 5.42

Yes

CERTIFICATE WRITTEN

Yes

D.H.S. 2.42

Yes

Lloyd's Register Foundation

W143-0020 (12)

M.V. "Adelheid"

All Castings examined as far as practicable and found & placed in good condition.

Dowsey boiler opened out and examined together with their safety valves and other mountings and found & put in good order. All Safety Valves adjusted and tested examined under steam completion & found satisfactory.

Repairs now done:-

N° 6 main pin found fractured. After length of Road shaft rebuilt (4 Rafts) utilizing existing webs.

N° 3.4.5.6.7.8.9-10 bottom tubes of Main bearings reinstalled. (Metal found bowed & loose) Shaft rebanded.

N° 3-10 Main bearing top halves reinstalled.

N° 2. Ground pin top half base reinstalled.

N° 6.7. Ground pin bottom half brasses reinstalled.

N° 2,3 Top end brasses reinstalled.

All oilways in Road shaft webs, journal pins & connecting rods cleaned out.

Feed Pump rods replaced and new red & ground bushes fitted.

Ballast and Circulating pump water ends renewed (bowed) forward oil separators. Cast iron feet broken. Separators now overhauled & repainted by Makers.

Condenser. - All tubes removed Condenser cleaned out, and, on owners account, an extended C.I. box has been fitted to after end. All tubes now renewed & lengthened to suit the above alteration. Condenser tested on completion of repair & found satisfactory.

Main steam pipes tested to 3 times. W.P. = found in order except one leak which has now been renewed, tested & found satisfactory.

Electric installation examined. Thoroughly overhauled. Meters tested & is now in order. Tires under working conditions and found satisfactory.

Pump Room. - Sea valves renewed (bowed)

Cargo Pumps. - all pumps thoroughly overhauled, and are now in order.

Oil burning installation examined under working conditions and found satisfactory.

Main & auxiliary machinery tried under working conditions & found satisfactory.

Steering engine & wireless tested & found satisfactory.

Boiler Repair. - Several tubes in cast tube renewed. Main chkd valve chest on stem bolts renewed, stamped Lloyds Test 45° 16° 6-8-41, R.R.

S.P.S held.

War damage. Machinery partly examined.  
Main shaft partly renewed, bearings reconditioned  
Fouling repaired.

fall 1942  
242

S.P.S 242

S.B. 41

The Surveyor should state  
date of undocking after  
the T.C. shaft was  
examined.

E.D.A.  
19/3/42

crane checked the

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