

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

(Received at London Office, 5 DEC 1942)

Date of writing Report Oct. 9, 1942

When handed in at Local Office

19

Port of Boston, Massachusetts

No. in Reg. Book. Survey held at Boston

Date, First Survey Sept. 10, Last Survey Oct. 7, 1942

19653 on the Machinery of the ~~XXXXXXX~~ Steel Twin M. T. "Astrell"

(No. of Visits 20)

Tonnage { Gross 7595
Net 4500

Vessel built at Dundee

By whom Caledon SB & E Co. Ltd.

When 1925 8

Nominal Horse Power 709

Engines made at Greenock

By whom J. G. Kincaid & Co. Ltd. When 1925 8

No. of Main Boilers

Boilers, when made (Main)

(Donkey) 1925 NDB (Aft) 38 110 lbs

No. of Donkey Boilers 3

Owners Skibs A/S Preba

Owners' Address

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

Port Risor

Voyage

Team Pressure—

in Main Boilers

P.&S. 180 lbs.

in Donkey Boilers 110 lbs. (aft)

If Surveyed ~~XXXXXX~~ in Dry Dock Yes

(State name of Dock.) Bethlehem Steel Company

Simpson Yard

Last Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim 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?

" " Donkey " " " Yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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. 15-9-42

Present condition of funnel(s) Good

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lbs.

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

, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers? Yes

Is screw shaft now been drawn and examined? No Is it fitted with continuous liner?

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

Is shaft now been changed? If so, state reasons

Is the shaft now fitted been previously used? Has it a continuous liner?

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

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Is electric light and power fitted? Yes

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. VESSEL PLACED IN DRY DOCK:

Propeller and fastenings examined. All sea valves overhauled and examined.

CONTINUOUS MACHINERY SURVEY:

PORT MAIN ENGINE: Nos. 1 and 4 cylinder covers, liners, pistons, piston rods, crossheads, crankpins, top and bottom end bearings and Nos. 1 and 6 main bearings examined.

STARBOARD MAIN ENGINE: No. 1 cylinder cover, liner, piston, piston rod, Nos. 1, 3 and 5 crossheads, crankpins, top and bottom end bearings and Nos. 1 and 2 main bearings examined.

Port and starboard starting air tanks and valves, two settling tanks for main engine, two settling tanks for boilers, sea valves and independent cooling water pump for main motors examined.

REPAIRS:

Port main engine, Nos. 1 and 4 cylinder covers renewed on account of fractures in valve ports. (CONTINUED)

General Observations, Opinion, and Recommendation:—

(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, B.S. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The Donkey Boilers and machinery of this vessel are in good and safe working condition and in the opinion of the undersigned eligible to be retained as now Classed in the Register Book, with fresh records of LMC, with date, and DBS (p. & s.) 10, 42

Survey Fee (per Section 29) £ \$ 80.00

Fees applied for 9-10 19 42

Special Damage or Repair Fee (if any) £ :

Received by me, 19

Travelling expenses (if chargeable) £ :

Committee's Minute NEW YORK OCT 21 1942

Assigned As now subject.

D.B.S. - 10, 42

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Engineer Surveyor to Lloyd's Register of Shipping.

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W 145-0100(112)

TWIN M. T. "ASTRELL"

Nos. 1 and 4 port pistons, and No. 1 Starboard piston together with rods faced off in lathe and five broken studs renewed.

Independent cooling water pump for main engine, water end cylinders and plungers now renewed.

DONKEY BOILER SURVEY: (P. & S.)

Port and starboard donkey boilers examined internally and externally.

Mountings and safety valves overhauled and examined. Steam pipes examined in place.

Safety valves adjusted to requisite pressure under steam.

Test cocks in both boilers renewed.

The inboard furnace of the starboard boiler was distorted and has now been set out.

The remaining furnace of the starboard boiler and the two furnaces in the port boiler are also somewhat distorted but are efficient. It is recommended that the furnaces of both port and starboard boilers be specially examined at the next annual donkey boiler survey.

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Noted

The vessel was subsequently
sunk by the enemy.

DS
11/12/42



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