

9. No. 118856
Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) 30 DEC 1942

of writing Report 18. 11. 42 19 27 NOV 1942 19 27 NOV 1942 Port of LIVERPOOL

Survey held at Liverpool Date, First Survey Aug 22nd Last Survey Nov 22nd 1942
 (No. of Visits 22)

60 on the Machinery of the Wood, Iron or Steel Trip. S.S. "CERAMIC"

Gross 18713 Vessel built at Belfast By whom Harland & Wolff Ltd When 1913
 Net 11582 Engines made at do By whom do When 1913
1692 Boilers, when made (Main) 1913 (Donkey)

Main Boilers 60B Owners Shaw Savill & Albion Co Ltd Owners' Address Port Southampton Voyage
 Donkey Boilers Managers
 Pressure in Boilers 215 Surveyed Afloat in Dry Dock Gledstone, Sandon & Brinkbank.
 Donkey Boilers

Report No. 215 Port Liverpool Gen Exam.

Particulars of Examination and Repairs (if any) DAMAGE. PE.MS

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 a being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined. Yes, not required.

Has a damage report made by anyone else? If so, by whom? Yes, not required.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Port Tank Only

CHARACTER. (if for Special Survey Date of last Survey and of Periodical Surveys.)	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1 5-42</u>		<u>LMC 8-36</u>
<u>with ftd</u>		<u>BS 5-42</u>
<u>SS 5/2 11-3-8-36</u>		<u>TS C/P 1-40</u>
<u>Exd 5-42 Syd</u>		<u>C7-40</u>
		<u>159-41</u>
		<u>[2 Quadruplex + L.P. Turbine]</u>

was not done, state for what reasons? Survey not due.

What parts of the Boilers could not be thus thoroughly examined? Port Tank Only

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? Port Tank 14/10/42.

Latest date of internal examination of each boiler Port Tank 14/10/42.

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 215 lb/sq in

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 215 lb/sq in

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Yes, Centre 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? No

After shaft now been changed? No If so, state reasons Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes P. 5/32" C. R. Wooded S. 3/16"

Time of examination of Screw Shaft Centre 2-9-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Yes

Engine parts, when referred to by numbers, should be counted from forward. Yes Is electric light and/or power fitted? Yes

Has the 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

It has been caused by the vessel grounding in vicinity of Avalon Shoal outside Delaware River on 23/7/42; stated set up under engines & boilers:-

Done:- The port & starboard crankshaft wear down readings found excessive and irregular. Both port and starboard crankshafts lifted, and examined throughout; bedplates cleaned & examined. All main bearings re-metalled and shafts re-bedded. Couplings broken & lines of shafting aligned up. Holding down bolts tested.

The L.P. Turbine (on centre shaft) examined rotor and casing, rotor lifted. The vessel placed in drydock: the propellers and fastenings examined.

[CONTINUED]

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, &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.)

eligible in our opinion to remain as classed, with fresh record of +LMC with date on completion.

Centre T.S. seen 9-42 a.

Fee (per Section 29) PE.MS £ : : 28 DEC 1942

Damage or Repair Fee (if any) £ 15 15 0

Printing expenses (if chargeable) £ 6 0 0

Other expenses £ 3 3 0

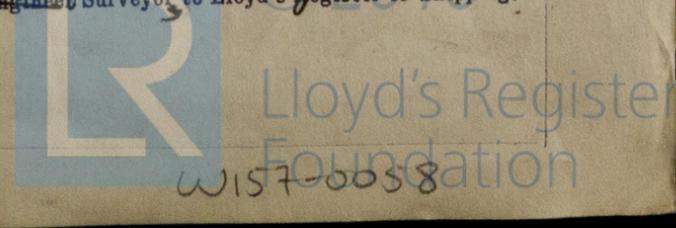
Received by me, Cur Reed & W. Taylor 19 29 DEC 1942

Engineer Surveyor to Lloyd's Register of Shipping.

JOINT COMMITTEE'S Minute LIVERPOOL

Signed Asrow.

T.S.(c) 9-42.



Trip SS CERAMICDamage Continued.

The main injection + discharge + refing. injection valves examined.
 Minor repairs effected. Machinery afterwards tried under working conditions.

Part M.S., General examination and repair :-

It is recommended that the examination of the Port and Starboard
 Crankshafts, + the L.P. Turbine be counted toward M.S., also the
 following parts now opened up and examined :-

(See also Sydney reports nos 18817 and 18185)

Port and Starboard main air pumps.

Starboard main weir's feed pump.

Hotwell lift pump.

Heating + cooking air pump.

Aft. Sanitary pump.

Starboard circulating pump + engine.

Port circulating pump engine only.

Forward (no. 3) Dynamis engine.

The machinery generally examined: pumping arrangements
 overhauled. The machinery afterwards examined under

working conditions.

Safety valves overhauled + all safety valves afterwards
 adjusted under steam as above.

Repairs:- Port air pump, 2 new rods fitted.
 Starboard feed pump, 1 new rod fitted.
 Hotwell lift pump, rod skinned + bushed.
 Hot air pump, new rod fitted.
 San. pump, rods skinned.
 Starboard circ. pump, new nipples shift fitted.

The Port Forward boiler examined internally: grooving of comb. chamber
 tube plates noted in way of margin tubes. Two vertical
 rows of margin plain + stay tubes renewed, grooving re-cut
 out and welded.

The Centre Tail shaft drawn, examined + found in good condition.
 Stern bunk rewooded all round.

Electrical Equipment examined and tested under working conditions. Generator, motors,
 motors, switchboards etc examined. Circuit breaker tested. Insulation test carried out.

Repairs etc. Wiring fitted complete with fuse boxes etc in Engineer's new accommodation +
 Gunner's quarters, brass accommodation aft revised. 4 new accommodation vessels from
 fitted complete with wiring. Smoke detectors light fitted on all boilers. Wiring
 throughout vessel overhauled, repaired + part revised as necessary. Low
 insulation vessel faults located + removed. W.T. door solenoids + wiring made
 good. Two doors throughout vessel overhauled.