

Rpt. 9.

WRECK  
SECTION

No.

No. 5361

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 17th Nov. 52

When handed in at Local Office

(Received at London Office)

20 NOV 1952

No in

Reg. Book

Survey held at

PORT SAID

Port of

PORT SAID

Date

First Survey

1.11.52

Last Survey

13.11.52

19

82126

on the Machinery of the

XXXXXX

Steel

SSc. Steamer

" WOLF ROCK "

(No. of Visits) 6

Tonnage Gross 5826  
Net 3424  
Min. Power 517

Vessel built at

Newcastle

By whom

Palmers' Co Ltd

Year, Month

When 1920 3

Engines made at

do

By whom

do

When 1920

Boilers, when made (Main)

1920

(Donkey)

Owners

Veranos S.S. Co Ltd

Owners' Address

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

Port

London

Voyage

Managers

Fred V. Andlaw

If Surveyed Afloat or in Dry Dock

Afloat

Main Boilers 180 lbs/sq.in

(State name of Dock.)

Donkey Boilers

Report No. 2861

Port

Cbo.

Particulars of Examination and Repairs (if any)

Boiler Repairs

Special 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 damaged parts (the nature of which must be stated) should be separated from repairs due to other causes; and besides details in the body of the report, should be briefly summarised at the end of the report. State also the dates and nature of any repairs.

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.

Has damage been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey

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

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?

Latest date of internal examination of each boiler

Present condition of funnel(s)

Has the Surveyor examined the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed?

If so, state reasons

Has the shaft now been fitted been previously used?

Has it a continuous liner?

Has an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

bush

Is electric light and/or power fitted?

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

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

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Subject

Boiler damage stated to have been sustained whilst in normal service on voyage from Aden to Z during October 1952.

The following defects were found and temporary repairs recommended.

FOUND

RECOMMENDED

Boiler

Port furnace top collapsed between 2nd and 3rd corrugations and corroded at water side.

Furnace be heated and jacked out. Girder be welded to No2 Corrugation for approx. quarter circumference and corroded part be built up by E.W. where most severely affected.

Centre furnace top somewhat distorted and 1st three corrugations and corroded at port furnace.

Girder ring be welded to No2 corrugation and corrosion be made good by E.W.

P.T.O.

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, BS 9.11, R&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

To remain as at present classed in the Register Book without fresh record of survey, subject

Port and Starboard Boilers being permanently repaired by next Boiler Survey (3 mos limit) and the boiler working pressure be limited to 150 lbs per sq.inch until permanent repairs have been effected.

(per Section 29)

Damage or Repair Fee (if any)

(per Section 29.)

Working expenses (if chargeable)

Spec. attend. fees

Committee's Minute

MON. 1 DEC 1952

Fees applied for

13.11.52

Received by me,

- 19

J.H. Macfarlane & for J.de Wolf & R.Murray (Act. Surveyor)

Engineer Surveyor to Lloyd's Register of Shipping.

Subject

Write for

Deferred for us (by 3.53)



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W1641-0010



FOUND (Contd)

Port Boiler (Contd)

Starboard furnace somewhat corroded and distorted over 1st three corrugations at top.

Starboard Boiler

Port furnace top collapsed over 1st three corrugations, cracked, and corroded at tops of corrugations.

Centre furnace top collapsed at forward end, cracked corroded.

Starboard furnace top collapsed at forward end, cracked and somewhat corroded.

The above repairs were carried out to my satisfaction and on completion, boilers tested by hydraulic pressure to 180 lbs per sq.inch. It was decided to reduce the working pressure to 150 lbs per sq.inch and the port and starboard boiler safety valves were adjusted accordingly.

It is recommended that the port and starboard boilers now seen, be permanently repaired by the next Boiler Survey.

A copy of the Interim Certificate issued is herewith attached.

RECOMMENDED (Contd)

Girders be fitted to 2nd & 3rd corrugations and corroded parts be made good by E.W.

Furnace be heated, faired, girder be fitted to 2nd corrugation, crack be cut out and welded and corroded parts be made good by E.W.

Collapsed part be heated and faired, girder be fitted to No4 & 5 corrugations, crack be cut out and welded and corroded parts be made good by E.W.

Collapsed part be heated and faired, girders be fitted to No2,3 & 4 corrugations, crack be cut out and welded and corroded parts be made good by E.W.



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