

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

No. 5361

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

82126 on the Machinery of the ~~WOLF ROCK~~ Steel S.S. Steamer "WOLF ROCK"

(No. of Visits) 6

Tonnage Gross 5826 Vessel built at Newcastle By whom Palmers' Co Ld Year 1920 Month 3  
 Net 3424 Engines made at do By whom do When 1920  
 Indicated Power 517 Boilers, when made (Main) 1920 (Donkey) When 1920  
 Main Boilers 3 Owners Veranos S.S. Co Ld Owners' Address (if not already recorded in Appendix to Register Book.)  
 Donkey Boilers - Managers Fred V. Andlaw Port London Voyage  
 Working Pressure Main Boilers 180 lbs/sq.in If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Report No. 2861 Port Cbo.

## Particulars of Examination and Repairs (if any) Boiler Repairs

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

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

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

State for what reasons the following parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler?

State the latest date of internal examination of each boiler.

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

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

Did the Surveyor examine 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 fitted been previously used? Has it a continuous liner?

Is 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?

Has the 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 the 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 Port Said during October 1952.

The following defects were found and temporary repairs recommended.

FOUND	RECOMMENDED
Port furnace top collapsed between No 1 and 3rd corrugations and corroded at No 2 of corrugation water side.	Furnace be heated and jacked out. Girder be welded to No 2 Corrugation for approx. quarter circumference and corroded part be built up by E.W. where most severely affected.
Centre furnace top somewhat distorted between No 1st three corrugations and corroded at No 2 port furnace.	Girder ring be welded to No 2 corrugation and corrosion be made good by E.W.

P.T.O.

## 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, BS 9,11, E&MS 9,11, LMC 9,11 or LMC 140 lb., ED, &c.)

CS 3,34 To remain as at present classed in the Register Book without fresh record of survey, subject to the 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.

Damage or Repair Fee (if any) (per Section 29) £ 32.000  
 Working expenses (if chargeable) " 1.350  
 Spec. attend. fees " 21.000  
 Committee's Minute MON. 1 DEC 1952

Fees applied for 13.11.19.52

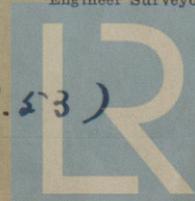
Received by me, J. de Wolf & R. Murray (Act. Surveyor)

Engineer Surveyor to Lloyd's Register of Shipping.

Subject

Deferred for us (by 3.53)

write down



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W1641-0070

Insert Character of Ship and Machinery precisely as in the Register Book.

FOUND (Contd)

RECOMMENDED (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.

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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