



S.S. "VACPORT"

W. I. repairs Starboard boiler:- by cutting  $3\frac{1}{2}$ " from another spare furnace & welding to the new furnace. On completion of the repairs the boiler was hydraulically tested & found satisfactory.

Forward boiler:- All plain tubes renewed by the Owners.

Port furnace found distorted in way of the 1<sup>st</sup> & 2<sup>nd</sup> corrugations from the F.E.P. the furnace now jacked circular & stiffening ring fitted on No 2 corrugation.

Centre furnace found fatigued at bottom sector of the 2<sup>nd</sup> & 3<sup>rd</sup> corrugations from the F.E.P. (See Sketch) & heavily cracked on S. side of the 3<sup>rd</sup> corrugation - this crack now veed out & welded.

Starboard furnace found fatigued at bottom sector of the 1<sup>st</sup> & 2<sup>nd</sup> corrugations from the F.E.P. & deeply cracked on P. side of the 2<sup>nd</sup> corrugation - this crack now veed out & welded.

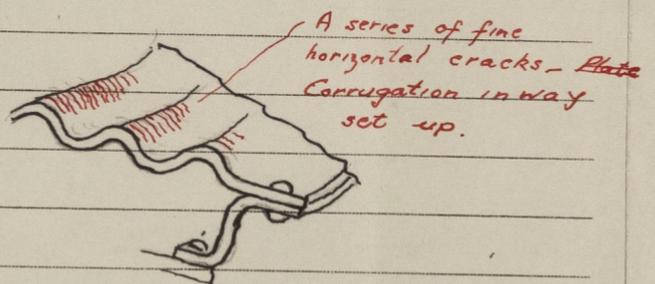
On completion of repairs the boiler was hydraulically tested & found satisfactory. It is recommended that the centre & starboard furnaces of this boiler be specially examined at next B.S.

Port boiler:- Centre furnace found fatigued at bottom sector of the 2<sup>nd</sup> & 3<sup>rd</sup> corrugations from the F.E.P. & heavily cracked at the S. side of the 3<sup>rd</sup> corrugation - this crack now veed out & welded.

Port furnace shows slight fatigue cracks at the bottom sector of the 2<sup>nd</sup> corrugation from the F.E.P.

It is recommended that the centre furnace of this boiler be specially examined at next B.S.

It would appear from the above that the oil fuel burners of the boilers are not adjusted correctly & the greatest heat transfer is taking place in way of the first three corrugations; the position is being investigated & it is stated a new type of burner tip will be fitted



SKETCH SHOWING FATIGUED FURNACES

Before the vessel left Palermo, the Superintendent Engineer rang up the Naples Office to inform us that rivets in the flange connecting the Port boiler Port C.C. to the tube plate were found broken & asked if it would be in order to fit screwed rivets, welded over to prevent slacking back, so that the vessel could keep her sailing date. This was agreed to provided that the screwed rivets be renewed at the first opportunity & not later than the next B.S.

The vessel subsequently arrived at Naples where the safety valves were adjusted & all repairs were stated to be satisfactory.

Jas. Stevenson



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