

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

(Received at London Office)

25 JUL 1952

Date of writing Report 28-7-1952 When handed in at Local Office 28-7-1952 Port of Naples

No in Reg. Book 30362 Survey held at Palermo & Naples Date 19-6-52 First Survey 19-6-52 Last Survey 13-7-1952 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. "VACPORT"

Tonnage { Gross 6774 Vessel built at Hamburg By whom Hawaldtswerke A.G. Year. Month. 1929-8  
 Net 3970 Engines made at Berlin Segel By whom Rheinmetall-Borsig A.G. When 1939  
 Nominal Horse Power 550 Boilers, when made (Main) 1939 (Donkey) ✓  
 Owners Secony Vacuum Transportation Co. Ltd. Owners' Address ✓  
 (if not already recorded in Appendix to Register Book)  
 No. of Main Boilers 3(500) Managers ✓ Port London Voyage ✓  
 No. of Donkey Boilers ✓ ✓ Surveyed Afloat ✓ in Dry Dock Palermo & Naples Docks afloat  
 Steam Pressure— in Main Boilers 228 lbs/p (State name of Dock.)  
 in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A.1.</u>		<u>4 L.M.C. 5.50</u>
<u>2.52</u>		<u>B.5 7.51</u>
<u>S.S. Pal. 5.50</u>		<u>C.L. 2.52</u>
<u>Carrying Petroleum in bulk</u>		
<u>Fitted for oil fuel 8.39, F.P. above</u>		<u>150°F.</u>

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking T.S. & B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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 through examination at this time? Yes

" " Donkey " " " "

If not, state for what reasons. What 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 those parts of each Boiler?

State latest date of internal examination of each boiler 6/52Present condition of funnel(s) GoodDid the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 228 lbs/pDid 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? Yes and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? ✓Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? NoHas shaft now been changed? No 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 5-7-52 State the wear down in the stern bush 4mmIs electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NoHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engine 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. Complete

The vessel placed in drydock, the propeller, screwshaft, sternbush, sea connections with their outside fastenings examined & found or placed in good condition; S.R.L. the screwshaft liner at aft end found efficient but cone of screwshaft found corroded & refitted at this time into boss of propeller.

B.S. All boilers examined throughout together with their principal mountings & found or placed in efficient condition & their safety valves adjusted. The superheaters removed at this time

Wear & tear repairs:— Starboard boiler. All plain tubes renewed by Owners. The F.E.P. in way of the bottom row of the centre C.C. tubes found corroded to a maximum depth of  $\frac{3}{8}$ " now built up with E.W. Centre furnace found badly fatigued at bottom sector of the 2<sup>nd</sup> & 3<sup>rd</sup> corrugations from the furnace mouth also badly cracked on the starboard side of the 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> corrugations & the furnace now renewed. Identification marks on the new furnace LLOYDS GN No 118 6-2-50. The furnace was found to be  $3\frac{1}{2}$ " short & this was remedied

General Observations, Opinion, and Recommendation:—

PLEASE SEE CONTINUATION SHEET.

(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, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

CS 3.34

The machinery of this vessel is eligible in our opinion to remain as classed with fresh records of T.S.C.L. 7.52 & B.S. 7.52 subject to the centre & starboard furnaces of the Forward boiler the centre furnace of the Port boiler being specially examined at next B.S. & subject to 3 renewed rivets in the port C.C. of the Port boiler being renewed at the first opportunity & not later than next B.S. Remove item regarding screwshaft liner from S.R.L. & remove (Spht) from the Register Book.

Survey Fee (per Section 23) Docking T.S. £13 0 0  
B.S. £30 0 0  
 Special Damage or Repair Fee (if any) £6 0 0  
 (per Section 23.)  
 Travelling expenses (if chargeable) £

A/C Forwarded from  
 London 19.52  
 THRO LONDON  
 Received by me,  
 19.

Committee's Minute TUES. 16 SEP 1952

Assigned BS 7.52, subject  
S 7.52

Engine Surveyor to Lloyd's Register of Shipping.  
 J. Stevenson for A. Ansaldo & self



Lloyd's Register  
 Foundation

W163-0012



S.S. "VACPORT"

Mr. J. 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.

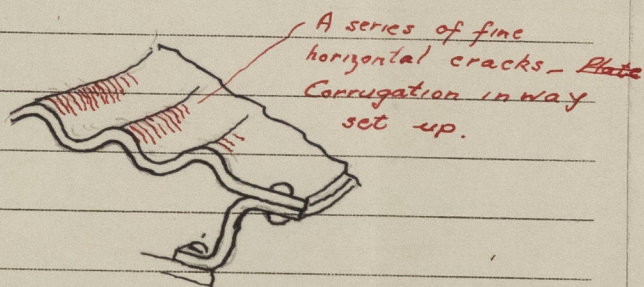
On completion of repairs the boiler was hydraulically tested & found satisfactory. It is recommended that the centre & starboard furnaces of this boiler be specially examined at next B.S.

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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