

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

14 AUG 1941

Date of writing Report 6-8-41 When handed in at Local Office 9/8/41 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 74728 Survey held at Jarrow-on-Tyne Date, First Survey 27-6-41 Last Survey 30-7-1941
(No. of Visits 124)

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

Tonnage { Gross 2684 Vessel built at Newcastle By whom Wood Skinner & Co. Ltd. When 1917-1
Net 16 11 Engines made at Newcastle By whom Z.L. Marine Eng. Co. Ltd. When 1917

Nominal Horse Power 329 Boilers, when made (Main) 1917 (Donkey) -

No. of Main Boilers 256 Owners Ministry of Shipping Owners' Address -
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers Judge Asst. Collins (Shipping Co. Ltd.) Port London Voyage -

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Newcastle & Afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -Particulars of Examination and Repairs (if any) L.M.C. (Damage)

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Not required

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

" " Donkey " " " " " " " "

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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. 1-7-41.

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes 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? ✓

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 2-7-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 7/32"

Is electric light and/or power fitted? Yes

Engine parts, when referred to by numbers, should be counted from forward.

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? ✓

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

Damage stated to have been caused on the 18th June 1941 when on a voyage from the River Tyne to the River Thames, loaded, on dropping the pilot at the mouth of the Tyne at 9 a.m. Vessel received a collision in starboard bow from the S.S. North Devon & made water fast & was forced to land & beach. Repaired on the 17th, tried & discharging berth on the 18th & 19th day dock on the 24th. The engine room was flooded & water reached the cylinder bottoms.

Now done:- Vessel in drydock, Examined propeller, screw shaft, stern bush, sea connections, outside fastenings; Cylinders, pistons, valves, chests, crank, thrust & tunnel shafting; air feed, circulating, bilge & ballast pumps & valves; Condenser under test; pumping arrangements; steam pipes under test of 240 lb.; Steaming & main engines; The Main Boilers throughout & mountings & their safety valves adjusted under steam as above.

P. T. O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen, is eligible in my opinion to remain as classed with fresh records of L.M.C. 741 & T.S. 7.41 C.L. Subject to the donkey boiler not being used.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9, 11, E.&M.S. 9, 11, & L.M.C. 9, 11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

E.L.M.C. 140 lb., E.D., &c.)

CS 3, 34,

Survey Fee (per Section 29).....

£12 : 0 : 0

Elec. install.

£2 : 2 : 0

Special Damage or Repair Fee (if any).....

£15 : 15 : 0

(per Section 29.)

Travelling expenses (if chargeable).....

£

Fees applied for

113 AUG 1941

Received by me,

19

Committee's Minute

TUE. 9 SEP 1941

Assigned

+ L.M.C. 7.41 Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W169-0107

Repairs, Damage:-

Two keys fitted to screw shaft, & tried on propeller. Bridge ring bolt renewed.
Lagging removed from all cylinders & valves chests, these closely examined & relagged.
H.P. & L.P. connecting frames renewed. Exhaustion pipe repaired.
Ford ballast pump, water end liner bored, plunger run up with white metal, piston rings renewed. After ballast pump crank shaft failed in latter examination.
Lagging removed from boilers & these examined internally, all furnaces & back ends under a cold water pressure of 10 lbs. Boilers relagged.

G. J. Hulland.

Electrical Installation

Consequent to damage sustained by enemy action the following repairs and modifications were carried out:-

Generator cleared and overhauled.

Switchboard overhauled.

Engin and boiler room wiring renewed L.C.A. 8 cells

Chartroom wiring post renewed

Navigation main renewed.

On conclusion of the above repairs & installation was examined and
tests and found satisfactory.

W. L. Bowen