

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

(Received at London Office 13 OCT 1942)

Date of writing Report 10.10.1942 When handed in at Local Office 10.10.1942 Port of Aden

No. in Reg. Book 77863 Survey held at Aden Date, First Survey 4.9.42 Last Survey 24.9.1942 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel W.P. LUTWORTH 1942 Year. Month.

Tonnage } Gross 2628 Vessel built at Port Glasgow By whom Wm. Hamilton & Co. Ltd. When 1940.9  
Net 2191 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1941.9

Nominal Horse Power 550 Boilers, when made (Main) 1940 (Donkey) Apr. 1940

No. of Main Boilers 250 Owners Wm. Hamilton & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 150 Managers Comtee Ship Management Port Aden Voyage ✓

Steam Pressure in Main Boilers 225 If Surveyed Afloat or in Dry Dock King George Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 225 Last Report No. Port Aden

Particulars of Examination and Repairs (if any) Damage & Repairs 17.10.42 FLMC

(Periodical Surveys, when held, must be reported in detail and verbatim 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 Spec. not required

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyors

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

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

If this was not done, state for what reasons? Part exam of 1st boiler / B.S. not done

And what parts of the Boilers could not be thus thoroughly examined? None

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? None

State latest date of internal examination of each boiler None Present condition of funnel(s) Good

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

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? ✓ 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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ 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 ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

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

Now Done Wound placed in dry dock. Propeller, stem bent, sea connection & outside fastenings examined & found in good condition. Bent was as above.

FIRE DAMAGE In Cape Town Repat 11.2.42 (S.P. Rep.)

Damaged navigation & refrigerating machine electric wiring removed & circuits now placed in good order.

EMERGENCY REPAIRS DAMAGE

Damage stated to have been caused by enemy action in company, 16/19 Aug. 1942.

Repairs Ballast discharge pipe, reported fractured, now repaired.

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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 2,24 Slip in my opinion to remain as classed without further survey.

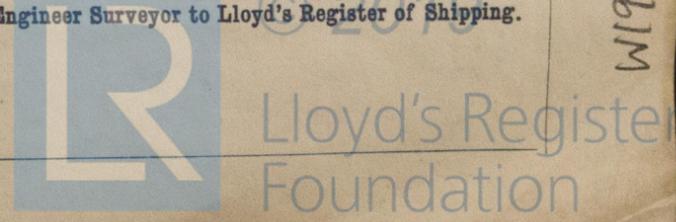
Survey Fee (per Section 29) £ 10.00 Fees applied for 12 OCT 1942

Special Damage or Repair Fee (if any) £ 3.20 Received by me, A. R. Swain

Travelling expenses (if chargeable) £ 19 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 3 NOV 1942

Assigned As now



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

Is a Certificate required? If so, to be sent to

W192-0004

HEAVY WEATHER DAMAGE. (See Capt. Tom Report No. 3165)

REPAIRS. Main discharge pipes, reported fractured in way of ship side connection flange, brazed & refitted.

BOILER REPAIRS (OWNERS A/c.)

At the request of the Owners representative examined the PTH. furnace of the PTH. boiler, previously reinforced (See Manchester Rept. No. 11725), but now reported as further distorted.

Deflection found to be slight.

Recommended removal of existing reinforcement guides & the fitting of 3-7/8" concentric rings, suitably castellated at line of weld attachment to furnace, the rings to be of slightly duplex section.

The above recommendations have been satisfactorily carried out & the furnace is now considered efficient, without restriction.

R.L.S.

Working.  
Minor repairs for war weather damage.  
bear & wear & frayed repairs

25/10/42