

COPY.

Lloyd's Register of Shipping.



Port PORT SAID.

27th. November, 1937.

This is to Certify that

I, JAMES MACVEY.

the undersigned Surveyor to this Society did at the request of

R. ELKINGTON Esq. Norwegian Vice-Consul, and of Messrs Socony-Vacuum Oil Co. Inc. Agents for the Owners, proceed on board the Norwegian Steamer "MIRLO", to ascertain the nature and extent of boiler damage stated to have happened on the voyage from Dutch East Indies, to this port.

For full particulars see log.
I report as follows :-

Port boiler Port furnace Fourth and fifth corrugations had been patent welded circumferentially round the crown at some time and these corrugations showed down 1 1/2".
Centre furnace This furnace had two plate rings all round, patent welded at parts to the furnace, position about the middle of length. The crown had come down and left the patent welding. From the third to the seventh corrugations were down in the crown, greatest down 3".
Starboard furnace This furnace had also two plate rings similar to above and the crown & side had come down and left the patent welding. From the third to the seventh corrugations are down in the crown, greatest down 3", and the starboard side of the same corrugations have come in towards the fire side, greatest 1 1/2".
Internal feed pipe Joint of internal feed pipe to boiler back, blown out. (Main check) On the pipe being taken off it was found that the flange and the boiler plate were badly secured. This joint is between the combustion chambers and is difficult to get at.

Starboard boiler.

Port furnace. From the third to the seventh corrugations were down in the crown, greatest 3".
Centre furnace. From the third to the seventh corrugations were down in the crown, greatest 3 1/2".

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:— (over)

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Starboard furnace. From the third to the seventh corrugations were down in the crown, greatest 3".
Internal feed pipe. Main check. This check is in the wing between the starboard combustion chamber and boiler shell. The internal pipe comes up in front of the combustion chamber and is lead over the tubes extending about half way across the one nest.

Forward boiler.

Port furnace. From the fourth to the seventh corrugations are down in the crown, greatest 2 3/4".
Centre furnace. From the third to the sixth corrugations are down in the crown, greatest 2 1/2".
Starboard furnace. From the fifth to the eighth corrugations are down in the crown, greatest down 3".
Internal feed pipe. Main check. Comes up at the after end of boiler and extends about half way across the tubes.

General.

All the boilers were clean internally, but showed signs of oil. The feed filter tank is open and can be seen at any time and the cloths can easily be cleaned or renewed. I understand that those furnaces have given trouble for some time, and that the starboard furnace in the port boiler and the starboard furnace in the starboard boiler have been renewed during this last year. One of those furnaces has already had rings fitted.

Recommendations.

Repairs required to enable vessel to continue running. Repairs to be made here by jacking up and fitting rings. The rings to be of bulb plate, extending over the top half to three inches below the centre in either side and electrically welded to the furnace having clearing spaces as marked. Only one furnace will have bottom half rings. Internal pipes to be altered as required.

Port boiler.

Port furnace. Fit two top rings, between corrugations 2 & 3, and 6 & 7.
Centre furnace. Cut out the present rings. Jack up the crown. Fit three top rings, between corrugations 3/4, 5/6, 7/8.
Starboard furnace. Cut out the present rings. Jack up the crown and side. The top was put up fairly good but when the side was tried, I found that this brought down the crown, and I left the side alone. Fit four top rings between corrugations, 2/3, 4/5, 6/7 & 8/9. To each of those four top rings, fit a double plate dog ring to take the bottom half of furnace, this double ring to be bolted to the top ring, to rest on the furnace in three places equidistant round, having a screwed 3/4" gas threaded stay coming between the double plate to act as dog stays. Those stays to be screwed into the furnace, rivetted on the fire side, and to have jamm nuts on the water side, inner end.

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Port boiler. (cont.)

Internal feed pipe. This pipe comes along between the two nests of tubes. Rejoint flange, and lengthen the pipe by about two feet, having outlet holes to the bottom.

Flange to be refaced, and a special manganese and gauze wire joint made.

Patent Circulator. Take out for examination. On this being taken out and taken to pieces the flange of the nozzle piece was broken. This part was renewed in brass, the whole erected and fitted back into the boiler.

Starboard boiler.

Port furnace. Jack up the crown. Fit three top rings between corrugations 3/4, 5/6, & 7/8.

Centre furnace. Jack up the crown.

Fit four top rings, between corrugations 2/3, 4/5, 6/7 & 8/9.

Starboard furnace. Jack up the crown.

Fit three top rings, between corrugations 3/4, 5/6, & 7/8.

Internal feed pipe. Renew this pipe, bringing it across the wing nest of tubes and extending it along between the wing and centre nests of tubes, with outlet holes downward, and having the necessary hangers.

Forward boiler.

Port furnace. Jack up the crown.

Fit two top rings, between corrugations, 5/6, 7/8.

Centre furnace. Jack up the crown.

Fit one top ring, between corrugations 4/5.

Starboard furnace. Jack up the crown.

Fit two top rings, between corrugations 5/4, & 6/7.

Internal feed pipe. Renew similar to starboard boiler.

General.

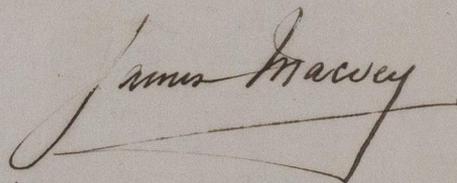
All the work was carried out to my satisfaction and I consider it a strong job, but there is always the chance of the furnaces coming down in pockets, and I would advise the Owner to consider the renewal of all furnaces at an early date. Great care will require to be taken in cleaning the furnace tops. Also in keeping the filters clean for the feed water, and that all feed water goes through the filters.

First visit 9/11/37.

Last visit 27/11/37.

Fee £ 54.12.0.

Xps. £ 2.10.0.



Surveyor to Lloyd's Register.



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