

No. 51747

FORM OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

1- OCT 1942

29 SEP 1942

HULL

Writing Report

When handed in at Local Office

Port of

Survey held at Hull

Date. First Survey

16. 1. 42.

Last Survey

1. 8. 1942.

(No. of Visits 54.)

1224 on the Machinery of the Wood, Iron or Steel

S. S. NELLIE

Gross 4826
Net 2884

Vessel built at Sunderland

By whom

J. H. Thompson & Sons Ltd

When 1913 12

Engines made at do

By whom

J. H. Thompson & Sons Ltd

When 1913 12

Nominal Horse Power 455

Boilers, when made (Main)

1913 12

(Donkey)

No. of Main Boilers 3

Owners Oceanic Maritime S.S. Co.

Owners' Address

(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers nil

Managers J. A. G. Margaroni

Port Phaeos

Voyage

Main Boilers 180 lbs

If Surveyed Afloat or in Dry Dock Alexandra Dka D.D.

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

Last Report No.

Port

Particulars of Examination and Repairs (if any) Dry & LMC.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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 yes, not required

was a damage report made by anyone else? If so, by whom? Underwriter Surveyor

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

" " Donkey " " " "

this was not done, 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?

the latest date of internal examination of each boiler. PORT 31-3-42 CENTRE 18-5-42 STD 16-1-42

the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? efficient 180 lbs/10

the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers?

the 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? no

shaft now been changed? no If so, state reasons.

the shaft now fitted been previously used? yes Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

the date of examination of Screw Shaft. 15-6-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. close fit

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

Is electric light and/or power fitted? yes

did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

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

now done for damage stated due to underwater explosion off the

2. Humber on 21st Dec 1941, and consequent beaching and salvaging.

Vessel placed in dry dock. Propeller, sternhush

and outside fastenings examined, sea connections opened and examined

Main engine cylinders, pistons, rods, valves and

chest, crank; top and bottom and main bearings; thrust shaft, block and

shoes, tunnel shafting and bearings, all auxiliary machinery,

dynamo and electrical installation, pumps and pumping arrangement

steering engine and windlass opened and examined, found or placed

General Observations, Opinion, and Recommendation:— Eligible in my opinion to

(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. 11, B.M.S. 11, & L.M.C. 11, or

*LMC 140 lb., F.D., &c.)

remain as classed and to have record of *LMC 7.42 and T.S.C.

7.42 subject to the tailshaft being again examined not later than

7.43

Survey Fee (per Section 29) LMC £13:0:0 Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £13:14:0 29 SEP 1942

Travelling expenses (if chargeable) £ Received by me, 19.

Committee's Minute TUE. 3 NOV 1942

Assigned to LMC 8.42 Subject

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

U200-01241/13

1- OCT 1942

Port of

HULL

Continuation of Report No. 51747. dated 1.8.42

on the

S.S. "NELLIE"

in good order.

Main boilers, (partly submerged whilst under steam) examined internally and externally, together with safety valves and mountings, found and placed in good order.

lagging removed and new lagging fitted.

Minor repairs only effected to boilers.

Boilers tested hyd. to 250 lbs/sq. on completion of repairs and found satisfactory.

Boilers examined under steam and the safety valves adjusted to the above stated pressure.

Main Engine h.p. cylinder wall, stbd side, found fractured, apparently an extension of an old fracture, a cast brass patch being already fitted on stbd side of cylinder, two studs being also visible in cylinder wall, h.p. cylinder renewed.

h.p. port side column, fractured, renewed.

h.p. astern guide plate and guide shoe, fractured, renewed.

h.p. ahead guide shoe renewed.

Main engine bedplate found fractured at stbd forward and aft corners, new holding down bolts fitted to replace the bolts in fractured portions, angle blocks also fitted at corners, in my opinion these fractures do not affect the efficiency of the vessel, only the corners of the bedplate being affected, and this repair could be accepted as permanent.

M.P. valve chest cover found fractured on forward flange, angle bar patch fitted.

Three thrust shoes, fractured, renewed.

All thrust and tunnel shafting removed, tried in lathe and found satisfactory.

Tailshaft drawn, placed in lathe, liner machined. Some small marks noticed on cone, adjacent to keyway, it is recommended that this shaft be again examined not later than 7-43, considered efficient in the meantime.

Bronze propeller removed, sent to maker's for overhaul and re-pitching, new fine bladed b.l. propeller fitted, bronze propeller carried as spare.

All main steam pipes removed, all flanges renewed, pipes annealed and satisfactorily tested hyd. to 360 lbs/sq.

Attached M.E. feed, bilge and air pump rods machined, neck & gland bushes renewed.

S. S. "NELLIE"

Sternbush removed, sternframe rebored, sternbush fitted with shrunk steel ring in way of sternframe, rewooded and refitted.

Main injection pipe renewed.

No 3 top half main bearing renewed, No 5 re-metalled.

buc. pump discharge pipe to condenser renewed.

Aux feed pump (Duplex)

Both rods (combined piston & bucket) renewed.

Bucket ungs renewed, b.i. pump feet renewed.

Ballast pump (Duplex)

b.i. disch. tee piece renewed, discharge bend on pump fitted with plate patch.

Both rods (combined piston and buckets.) renewed

Delivery valve plate renewed.

Water end liners rebored, buckets renewed.

Water end stuffing boxes renewed.

Dynamo

Dynamo engine and dynamo returned to makers for overhaul, bedplate renewed, armature & field coils rewound. New switchboard fitted, and

a major proportion of wiring renewed. Megger tested on completion and found satisfactory, dynamo governor tested and found in good order.

Main condenser

examined and tested, found satisfactory

Feed heaters

opened and examined, found in good order.

A considerable number of castings, valve chests, pipes and other fittings, tunnel bearing caps, etc found fractured, renewed as required.

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