

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

Date of writing Report 30th March 1943 When handed in at Local Office 30th March 1943 Port of Port Said.
 No. in Reg. Book 19600 Survey held at Port Said Date First Survey 20-3-43 Last Survey 27-3-1943 (No. of Visits 5)
 Tonnage { Gross 4392 Vessel built at Sunderland By whom W. Doxford & Sons Ltd When 1928-11
 Net 2649 Engines made at Sunderland By whom W. Doxford & Sons Ltd When 1928.
 Nominal Horse Power 417 Boilers, when made (Main) (Donkey) 1928
 No. of Main Boilers 2 Owners Moor Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Cunliffe Shipping Co. Ltd Port London Voyage
 Steam Pressure in Main Boilers 120 lb If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat
 in Donkey Boilers 120 lb

Last Report No. 3308 Port C.T.C.

Particulars of Examination and Repairs (if any) PORT DONKEY BOILER REPAIRS.

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? ☒

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

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. ☒

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? 120 lb/5"

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

To what pressure were they afterwards adjusted under steam? See report

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒

and of the Donkey Boilers? See report

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

and of the Donkey Boilers? See report

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

and of the Donkey Boilers? See report

Has the screw shaft now been drawn and examined? ☒

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. ☒

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.

NOW DONE

The Port Donkey Boiler (Cochran) examined under steam at the request of the Chief Engineer. Leakage was noted from the furnace throat and it was recommended that the boiler be opened up for examination. Surface examined on fire and water sides and several cracks found on furnace throat at flanging and one rivet defective. In addition grooving was found on flanging (top) at furnace door and also at the top corners of the back tube plate all on the water side. The back tube plate was also examined on the fire side and it was noted that the plate was slightly buckled, this is considered efficient.

(CONTINUED OVER LEAF)

General Observations, Opinion, and Recommendation:— The Machinery of the vessel (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 3,34.

So far as now seen is in efficient condition and eligible in my opinion to remain as classified in the Register Book without fresh record subject to the wanted shell plate in way of the port internal feed pipe fastening of the Port Donkey Boiler being repaired as found necessary before the end of July 1943.

Survey Fee (per Section 20) £ : : Fees applied for 30-3-1943 Wm
 Special Damage Repair Fee (if any) D.B. £10.000
 (per Section 20.)

Travelling expenses (if chargeable) £ 0.300 Received by me. 30-3-1943
 LATE FEES LE 2.075

Committee's Minute TUES. 18 MAY 1943

Assigned AS non

Write Own Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W202-0047

M. V. NORTHMOOR.

REPAIRS:- Cracks a furnace throat need out and electric welded, one rivet in way renewed. Grooving in way of furnace door flanging and at top corners of back tube plate need out and electric welded.

The port internal feed pipe was renewed at this time and it was noted that the boiler shell was wasted in way of the fastening for this pipe.

No repair was effected at this time as this would have seriously delayed the vessel. A satisfactory temporary joint was made for the pipe.

It is recommended that the wasted shell plate in way of the port internal feed pipe fastening be repaired as found necessary before the end of July 1943, this is considered efficient meantime.

On conclusion of repairs the boiler was tested to 140 lb/sq hydraulic pressure and found sound and tight and the safety valves were adjusted under steam to 120 lb/sq.

W. H. M.

Port-internal boiler (Cochran) partly examined repairs effected to furnace. Internal feed pipe renewed port boiler. The shell flanging in way of port-internal feed pipe is wasted and efficient for the present. It is recommended this part be dealt with before end of 1943.

S.S. No 2 due 11.40. Partly held 10.40. Noted and

It is recommended that this vessel be brought to

repairs as recommended & as per endorsement on C. 3308

W. H. M.
13.5.43



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