

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

(Received at London Office)

WED. JUL 25 1923

Date of writing Report 17<sup>th</sup> July 1923 When handed in at Local Office 21<sup>st</sup> July 1923 Port of Glasgow

No. in Reg. Book Survey held at Glasgow Date, First Survey 11<sup>th</sup> June Last Survey 11<sup>th</sup> July 1923  
(No. of Visits 12)

~~20155~~ on the Machinery of the Wood, Iron or Steel 5/5 "NICARISTAN"

Tonnage { Gross 5993  
Net 3752 Vessel built at Vegsack By whom Bulmer Vulcan When 1912

Registered Horse Power 521 N.H.P. Engines made at Do By whom Do When 1912

No. of Main Boilers 3 5B Boilers, when made (Main) 1912 (Donkey) 1912

No. of Donkey Boilers 1 Owners J. C. Strick & Co. Ltd. Port London Voyage \_\_\_\_\_

Steam Pressure—192 lbs If Surveyed Afloat or in Dry Dock Bock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 121 lbs

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) DAMAGE PART BS Fitting for oil fuel.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A1. 6-22</u>		<u>LMC. 6-22</u>
		<u>T.S. N. 6-22 C.L.</u>

(Periodical Surveys, when held, must be reported in detail and serialim 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? Yes: not required Was a damage report made by anyone else? If so, by whom? Yes: Messrs. J. White Boyd & Co. Jr Underwriters.

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

Do. " Donkey " No

If this was not done, state for what reasons? Donkey boiler under steam thro' out duration of survey.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 195 lbs/sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? No 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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

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

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? No 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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Good fit.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete B.S. The Donkey boiler with its safety valves & mountings to examine and donkey boiler safety valves to adjust under steam. (Cardiff Surveyors advised)

DAMAGE stated to have been sustained by heavy weather during January, 1923 while on a voyage from New York to Marseilles.

Now Done. Vessel placed in dry dock: tail shaft (no liner) drawn & examined: propeller boss stripped of blades, these along with all blade studs, examined: bederwall gland overhauled & re-fitted: outside fastenings of all under-water fittings, examined.

The intermediate pressure connecting rod bottom-end bearing stripped & examined (mentioned in Engineer's Log as running hot during racing of the engines) — brasses for same, re-metalled. [P.T.O.]

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is (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.&U.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

now, so far as seen, in good working condition and is eligible, in our opinion, to remain as classed and to have fresh records in the Register Book: T.S.-00-7.23 & Fitted for oil fuel 7.23 F.P. above 150° Fahr.: now also B.S. 7.23 on completion of the Boiler Survey as above.

Survey Fee (per Section 26).....	£ 5 - - -	Fees applied for <u>24/7/1923</u> Received by me, <u>1/8/23</u>
Fitting for Oil Fuel.....	£ 5 - - -	
Special Damage or Repair Fee (if any).....	£ 2 - - -	
Latent Attendance (per Section 29.).....	£ 1 - - -	
Availing Expenses (if chargeable).....	£ 1 - - -	

J. D. Boyle & H. M. Crivick.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 JUL 1923 TUE JUL 31 1923

Assigned Defered for copy of B.S. Fitted for Oil Fuel 7.23. F.P. above 150°F. Note shaft.

Lloyd's Register Foundation W 202-0070

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate Required? If so, to be sent to

Glasgow

S.S. "Vigarsistan" contd.

21-7-23.

PART B.S.: The three main boilers examined internally & externally: safety valves & other mountings of same, examined: safety valves adjusted as above.

In the centre boiler — the centre furnace has been jacked up true.

In the port & centre boilers — minor electric welding repairs have been carried out in way of wasted rivets in combustion chambers.

On the starboard & centre boilers — the main feed check master valves have been renewed.

### FITTING FOR OIL FUEL (F.P. above 150° F.).

The vessel has been fitted for burning high flash oil fuel in accordance with the accompanying approved plans — all the requirements of Section 49 (1921) of the Rules being complied with.

On completion of fitting out, the oil fuel installation was tried on the boilers and steam was raised satisfactorily.

J.P.B.