Rpt. 9.

No. 4034

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

(Received at London Office .....)

Date of writing Report 9-6-1942 When handed in at Local Office 11-6-1942 Port of Halifax N.S.

No. in Reg. Book 33869 Survey held at Halifax N.S. Date, First Survey 21st March 41 Last Survey 2nd April 1942 (No. of Visits 23)

on the Machinery of the ~~Wood, Iron or~~ Steel SCREW S/S TRONGATE

Tonnage Gross 3979 / Net 2414	Vessel built at Newcastle	By whom Northumberland S.B. Co Ltd	When (Year. Month.) 1924-1
	Engines made at do.	By whom N.E. Marine Eng Co Ltd	When 1924
Nominal Horse Power 381	Boilers, when made (Main) 1924	(Donkey) —	
No. of Main Boilers 3	Owners Pedgate S.S. Co Ltd	Owners' Address (if not already recorded in Appendix to Register Book.)	
No. of Donkey Boilers —	Managers Turnbull, Scott & Co	Port London	Voyage —
Steam Pressure— in Main Boilers 180 lbs	✱ Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) Shipyard		
in Donkey Boilers —			

Last Report No. ..... Port .....

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

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)
✱ 1924		✱ LMC
with fresh coat 3.41		MS 12.36
		BS 12.40
✱ LMC No 3-2.36		TS (E.L.) 3.41
Examined 3.41		

Particulars of Examination and Repairs (if any) B.S. & 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. CABLE 25-11-41

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? Yes

" " Donkey " " " —

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 Port 2-2-42 Centre 16-3-42 Starb 18-3-42 Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? Yes, 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? Yes, and of the Donkey Boilers? —

Has 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 Vessel afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Light only

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 For the completion of this survey the stbd boiler had to be tested by hydraulic pressure on completion of repairs, & all safety valves required to be adjusted under steam.

Now done: Attended at request of the Owners Representative & examined the centre furnace of the port boiler, found some 1 deg on (p.s.) on way of fire line, this furnace & also the (p & s) was found considerably wasted at this part. The furnaces of the stbd & centre boilers were in a similar condition & it was recommended that all furnaces be renewed.

The boiler survey was carried out at this time.

Examined the three main boilers & their mountings internally & externally. Port & centre boilers examined under steam.

General Observations, Opinion, and Recommendation:— This report is forwarded for the information of the Committee.

(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 ✱LMC CS 3,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29)	£ : :	Fees applied for May 20 1942
Special Damage or Repair Fee (if any) (per Section 29.)	$100:00 :	
Travelling expenses (if chargeable)	£22:80 :	Received by me, ... 19

Committee's Minute FRI. 17 JUL 1942

Signed Deferred

A. Tennitt — Engineer Surveyor to Lloyd's Register of Shipping.

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

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

If Stockers, state Mechanical Test. THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

W225-0040(1/2)

Rpt. 9a.

Port of Halifax N.S. Continuation of Report No. 4034 dated 9-6-42 on the

Repairs. New furnaces fitted in the three boilers. The new furnaces were dispatched from the U.K.

Port boiler. Thirty screw stays renewed c.c. plates in way built up as necessary, some wasted parts on the water side of the combustion chamber plates made good by welding, and about 40 tubes expanded. Boiler tested by hydraulic pressure to 200 lbs. & repairs found in order.

Centre boiler. Eight screw stays renewed, c.c. plates in way built up by electric welding. A few plain tubes were expanded & about 15 screw stays caulked & new nuts fitted. Boiler tested by hydraulic pressure to 200 lbs & repairs found in order.

Stbd boiler. Ten screw stays & nine c.c. girder stays renewed combustion chamber plates in way of girder landings & also of some locally wasted parts made good by electric welding.
Minor repairs effected to boiler mountings & internal feed pipes.
Steel band 2'-0 wide fitted around funnel in way of guy connections, & several smaller patches fitted.

Before the completion of this survey the vessel caught fire whilst anchored in the harbour & was virtually sunk.
This report was delayed pending information regarding any salvage operations. It is understood that nothing will be attempted at present.

A.D.

B/S due 12.41 partly held
All furnaces & dome stays
renewed.
~~To complete the Survey the Stat~~
Boiler required to be ~~boiled~~ & all
L.Ms. adjusted under steam.
but before this was done the Vessel
took fire in Harbour & sank.

2nd No. 1 due 2.40 part held 2.41
not advanced.
Submitted action
be deferred.

EJM
14/7/42