

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

(Received at London Office 21 OCT 1941) NEWCASTLE-ON-TYNE

Date of writing Report 11. 10. 1941 When handed in at Local Office 11/10/1941 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 34657 Survey held at South Shields Date, First Survey 29.8.41 Last Survey 10.9.1941 (No. of Visits 10.)

on the Machinery of the Wood, Iron or Steel S.S. "War Mehtar"

Tonnage Gross 5502 Net 3404 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ltd. When 1920 - 3

Nominal Horse Power 517 Engines made at Newcastle By whom Palmers' C. Ltd. When 1920.

No. of Main Boilers 346 Boilers, when made (Main) 1920 (Donkey) ✓

No. of Donkey Boilers 1 Owners The Admiralty Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb Managers Port London Voyage ✓

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Inside hull & S. Report Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S. 1.5.41

(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? 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 P.S. 1.9.41 C. 2.9.41. Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb

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? No 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 1/16"

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

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 Complete.

How done:- Vessel in dry dock, Examined propeller, outer end of stern bush, T.S. liner between guard ring & propeller boss, sea connections & discharges; Main & Aux? Condensers under test; outside fastenings of sea connections; circulating, ballast, oil fuel, main feed, G.S. pumps & valves; G.S. pump valves in Ford pump room; tunnel shafting; the Main Boilers through out & mountings & their safety valves adjusted under steam as above.

Repairs, done & done:- T.S. liner between guard ring & propeller boss examined & found efficient, sea connections thoroughly cleaned & chests coated. Aux? Condenser 5 tubes renewed. Circulating pump impeller shaft renewed & clearances adjusted. Ballast pump G.S. liner & rings renewed. Oil fuel pumps overhauled, all valves skimmed. Lower pump rods skimmed & rebushed, oil heating coils tested to 250 lb water pressure. No 3 & 4 plumbers

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as (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 3,32, is eligible in my opinion to remain as classed with fresh runs of B.S. 10.41. & Examined 10.41.

Not Licence case

Survey Fee (per Section 20) £ 4 : 0 : 0 Fees applied for 117 OCT 1941

Special Damage or Repair Fee (if any) (per Section 20.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minutes FRI. 7 NOV 1941

Assigned Deferred B.S. 9.41

W228-0022

blocks reinstalled. Weirs feed & G. S. pump water lines bored, plungers & rings renewed, all valves skimmed up. G. S. pump in food pump room rods skimmed & retouched, 1 plunger renewed.

Food draught tubes renewed. Centre Boiler, Main & Auxiliary, & Stack. Boilers, main, Feed-Check valves chests renewed, after being examined under a water test of 450 lbs. Salinometer cocks renewed. Port & Starboard Boilers, stack lower down built up & refitted. Stack Boilers internal feed pipe renewed. All auxiliaries examined under working conditions.

Oil fuel pipes examined under working conditions & found in good order; Steam smothering line examined in action; deck controls for steam to oil fuel pumps & storage tanks in good order. The Chief Engineer stated that the main engines had given every satisfaction previous to sailing to this port the H.P. & M.P. cylinders had been opened out & pistons overhauled & found in good condition & no repairs had been made for any repairs to main engines during this overhaul.

Geo. J. H. H. H.

A new generating set for degassing purposes fitted, particulars: -

Dynamo. W. H. Allen & Co. Ltd., Bedford. No. 1/98662/3 K.W. 10. V. 110. A. 91.

R.P.M. 550, 1941, Class 63° F. Working Coupled to I.P. Cent.

Engine. W. H. Allen & Co. Ltd., Bedford No. R1/98661/3 Cyl 6 1/2" Stroke 3'

Power: 120/150. R.P.M. 550. B.H.P. 15.

G. J. H. H.

BS due 4.40 Mtd

Machinery generally examined. Minor repairs effected to pumps. Boiler forced draught tubes renewed. T.S. line between gun ring & propeller box specially examined.

A new dynamo fitted for degassing

It is submitted that this vessel is eligible for THE RECORD. BS 941

Examined 9.41 for 12 hrs.

Then

4.11.41
BS No 2 due 10.40

Noted as M.S.

