

59 OCT 1944

No. 4302.

WRECK SECTION.

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

(Received at London Office)

Date of writing Report 22nd July 1944 When handed in at Local Office 22nd July 1944 Port of PORT NATAL
 No. in Survey held at PORT NATAL Date, First Survey 30th June Last Survey 10th July 1944
 g. Book. (No. of Visits 4)

2632 on the Machinery of the Wood, Iron or Steel SE. DIRECTOR

Age { Gross 5107 Vessel built at Glasgow By whom D.W. Henderson & Co. Ltd. Year. Month.
 Net 3128 Engines made at — By whom — When 1926-4
 Principal Power 464 Boilers, when made (Main) 1926 (Donkey) 1926 When 1926
 of Main Boilers 208 Owners Charter S.S. Co. Ltd. Owners' Address —
 of Donkey Boilers on Managers T. J. Harrison Port Liverpool Voyage —
 Main Pressure 200 lb. If Surveyed Afloat or in Dry Dock Afloat (State Name of Dock.)
 Donkey Boilers 120 lb.

Report No. 17637Port Indy

Particulars of Examination and Repairs (if any)

Boiler Repairs.

Periodical Surveys, when held, must be reported in detail and serially 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.

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.

Is 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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

Why was this not done, state for what reasons? Boilers not prepared for survey.

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? ✓

State latest date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

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? ✓

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? ✓

and of the Donkey Boilers? ✓

Is 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? ✓

Is shaft now been changed? ✓ If so, state reasons ✓

Is 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? ✓

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

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

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

Work done:- At the request of the Owners representative examined the Centre Combustion Chamber of the port main boiler found some plain stay tubes defective & leaking and some of the rivets connecting the flange of the forward furnace to the back tube plate black & leaking and several cracks from the tube plate edge, in way of these rivets, leaking.

Repairs (Wear & Tear):- Port Main Boiler, Centre Combustion Chamber — rivets connecting the flange of the forward furnace to the back tube plate removed, cracks in tube plate fixed out & welded and the joint re-riveted; 16 plain tubes and 3 stay tubes renewed in the forward box. Starboard Main Boiler — some smoke tubes renewed as follows, after port box — 2 plain 1 stay, after centre box — 1 stay, P.T.O.

General Observations, Opinion, and Recommendation: — The machinery of this Vessel is eligible

(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, etc.; 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., etc.)

In my opinion remain as classed without fresh record; subject to new smoke tubes in the main boilers, fitted at Port Natal, being specially examined on the Vessel's return to home port.

Survey Fee (per Section 29) £ : :

Special Repair Fee (if any) £ 9 : 9 : 0 (per Section 29.)

Travelling expenses (if chargeable) £ 19 6

Committee's Minute TUES. 24 OCT 1944

Assigned Deferred

Fees applied for 11th July 1944
 Received by me, AC
 19

Engine Surveyor to Lloyd's Register of Shipping.

AC

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Lloyd's Register Foundation

W233-0141

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

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

Repairs (Wear & Tear) Continued. forward Centre Cox - 1 plain 1st stay,
Forward Starboard Cox - 3 plain 1st stay.

On completion of the repairs the port boiler was tested by hydraulic pressure to 160 lbs per sq. inch & found satisfactory.

All the new smoke tubes now fitted are of South African manufacture; before fitting they were sand blasted & examined & some surface defects were observed; these tubes were fitted & enable the vessel to proceed, other tubes were not available. It is recommended that the new tubes be specially examined on the vessel's return to a home port where the vessel is proceeding.

A.C.