

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

(Received at London Office 4 NOV 1942)

Date of writing Report 27.10.1942 When handed in at Local Office 27.10.1942 Port of Hull.

Survey held at Hull Date, First Survey 21.10.42 Last Survey 22.10.1942 (No. of Visits 2)

Report on the Machinery of the Wood, Iron or Steel S.S. OCEAN VANGUARD Year. Month.

Gross 7174 Vessel built at Hull By whom J. & W. Roberts & Co. Ltd. When 1942

Net 4272 Engines made at Hull By whom J. & W. Roberts & Co. Ltd. When 1942

Boilers, when made (Main) 1942 (Donkey)

Owners Ministry of War Transport Managers' Address (if not already recorded in Appendix to Register Book.)

Managers H. Roberts & Sons Port Hull Voyage

Surveyed Afloat or in Dry Dock Alexandria Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers

st Report No. Port Hull

Particulars of Examination and Repairs (if any) Docking

Logical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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

a damage report made by anyone else? If so, by whom?

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

Donkey

is was not done, state for what reasons? Confined to C.C. repairs.

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?

the latest date of internal examination of each boiler

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

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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?

shaft now been changed? If so, state reasons

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?

the 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 Close.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

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

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

Work Done. Work placed in Dry Dock. Propellers, Stem

Work & inside fastenings examined & found in good order.

Boiler Repairs. The three boilers examined under steam

& a number of screw stays & tubes in the combustion

chambers of the starboard & centre boilers seen to be heating.

Screw stays cracked & tubes expanded as necessary.

Distortion of all furnaces noted, particularly in the case

of the centre furnace of the port boiler (Surveyed by

Grimsby Surveyors - See G.Y. Rep. No. 21510.)

General Observations, Opinion, and Recommendation:

(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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or

L.M.C. 140 lb., E.P., &c.)

CS 8,84, Eligible in my opinion to remain as classed

without further means of survey.

Survey Fee (per Section 29) £ 2.2.0

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute WED. 18 NOV 1942

Assigned As now

Fees applied for

Received by 2 OCT 1942

Engine Surveyor to Lloyd's Register of Shipping.

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Foundation

W255-0127

A number of leading ^{lives} & slays
dealt with

It is submitted that
this vessel is suitable to
remain as GLASSCO.

Then
16.11.42



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