

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 10 DEC 1942)

Date of writing Report 4th Dec 1942 When handed in at Local Office 5.12.42 Port of Glasgow

No. in Reg. Book 84503 Survey held at Glasgow Date First Survey d Last Survey 30.11.1942 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel T.W. Se. "VESTFOLD"

Tonnage Gross 14547 Net 8277 Vessel built at Hawthorn Hill on Tees By whom Furness S.B. 40 1/2 When 1931-7

Nominal Horse Power 997 Engines made at Hastlegrave By whom Richardson, Wedgath & Co When 1931 (Donkey)

No. of Main Boilers 5 Owners Vestfold Corporation Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port Panama Voyage

Steam Pressure in Main Boilers 265 lb If Surveyed Afloat or in Dry Dock Elderslie dry dock (State name of Dock.)

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) docking, T.S. damage.

(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 *yes, not required*

Was a damage report made by anyone else? If so, by whom? *yes, Underwrite Surveyor*

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*

If this was not done, state for what reasons *not done*

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. 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?

Has the screw shaft now been drawn and examined? *yes* Is it fitted with continuous liner? *yes* 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

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 30.11.42. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *flush*

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

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*

7.0 damage stated caused by vessel drifting on the chain moorings of the STRATHALLAN on the 9th October 1942 in the Holy Loch.

Now done - Vessel placed in dry dock. Propellers, Sea and propeller fastenings examined. Both Tail Shafts drawn, examined, and found in safe working order.

Note Cast Steel propellers found somewhat pitted at tips, but still efficient. examination of Port and Star propellers for possible damage at next dry docking and Screw Shafts to draw for examination if necessary as recommended in Greenock Certificate 23055 dated 17.10.42. dealt with as above and it is recommended that these items be now deleted.

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, B.S. 9,11, R.&M.S. 9,11, L.M.C. 9,11, or C.S. 3,4.)

safe working condition and eligible in my opinion to remain as classed with fresh record of both Tail Shafts seen (C.L.) 11.42. Pt. Boilers not to be used until surveyed.

Delete from S.R.L. examination of Port and Star propellers for possible damage at next dry docking and Screw Shafts to draw for examination if necessary.

Survey Fee (per Section 29) £ : : Fees applied for 8 DEC 1942

Special Damage or Repair Fee (if any) £ 2 : 2 : - License Care Received by me, 19

Travelling expenses (if chargeable) £ : : B. H. Macdonald

Committee's Minute GLASGOW 8 DEC 1942

Assigned As now Subject

H2

W270-0004

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

Press under boiler



