

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

24 NOV 1939

21 NOV 1939

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 19... Port of **HULL**

No. in Survey held at 10082 Date, First Survey 20.10.39 Last Survey 9.11.1939
(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel 3/5 K/M/A

Tonnage { Gross 3994 Vessel built at Liverpool By whom Shaw Bros. Ltd. When 1912.7
Net 2518

Nominal Horse Power 265 Engines made at Liverpool By whom H.P. Mac. Eng. Co. When 1912.7

No. of Main Boilers 250 Boilers, when made (Main) 1912 (Donkey)

Owners H. Pitman & Co. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers ... Port London Voyage ...

Team Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Using Gauge etc Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ... (State name of Dock.) ...

Last Report No. ... Port London

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

Periodical 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 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.

On 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?

Date latest date of internal examination of each boiler 20.10.39 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 175 lb/psi

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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?

Date date of examination of Screw Shaft ... State the distance between lignum vitæ 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?

Was 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

Flow Done. Some found in dry dock. Propellers, stern bush

or outside fastenings examined & found in good or efficient condition. The blade tips of the C.I. propellers

found somewhat worn but considered efficient. The nose

plate of the port cooling coil on the port side arrangements

refitted. Stern bush was down as above.

B.S. The two main boilers examined in their entirety

with mountings. The lower part of the wrapped plate

of the centre combustion chamber of each of the boilers found

slightly worn on the water side, as also all the mountings.

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 XLMC 140 lb, F.D., &c.)

CS 3,34. No change in my opinion. To remain as classed with

just record of B.S. 11.39.

Survey Fee (per Section 20) £4:00 Fees applied for ...

Special Damage or Repair Fee (if any) (per Section 20.) £

Travelling expenses (if chargeable) £

Committee's Minute ...

Assigned B.S. 11.39

Survey Fee (per Section 20) £4:00 Received by me, ...

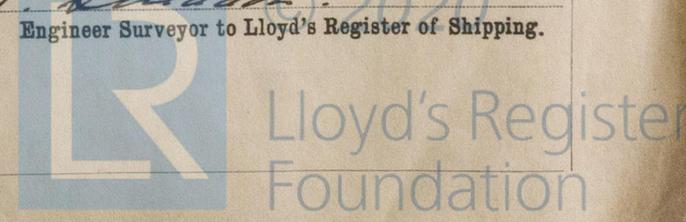
Special Damage or Repair Fee (if any) (per Section 20.) £

Travelling expenses (if chargeable) £

FRI. 8 DEC 1939

Committee's Minute ...

Assigned B.S. 11.39



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

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

W283-0006 112

S/S. "K/MA"

Chamber back plates, generally, around the positions of the screw stays & at the flange knuckles, the latter were particularly in the wing chambers adjacent to the boiler shell.

In addition the front end plate of each of the boilers was found extensively grooved under the centre furnace & in the case of the Starboard boiler slight grooving was found under the standing heads of the three furnaces.

A number of combustion chamber screw stays were found somewhat wasted but none extensively so.

Repairs as recommended & as detailed below have now been effected & the three boilers placed in an efficient condition.

On completion of the repairs the boilers were examined under steam & the safety valves adjusted to the above stated pressure.

REPAIRS TO OWNERS A/C.

The port boiler stbd. combustion chamber dished in way of the back plate flange knuckles, the plate ganged & found generally satisfactory. Pads of electric welding built up on the fire side in way of local wastage. The port chamber back plate similarly reinforced by welding.

A number of back screw stays removed from the port & stbd. combustion chamber backs, the back plate ganged in way of the area of wastage around the stay holes & the wastage found to be not excessive. Fire pads of electric welding built up around the worn positions, the holes retapped & new stays fitted.

The lower part of the wrapper plate, on the port & stbd. sides of the centre combustion chamber of the port boiler built up by electric welding on the water side.

The grooving in the front end plates of the three boilers, under the centre furnaces, cut out & the plates built up by electric welding. The grooving in the standing heads of the furnaces of the stbd. boiler found not to be excessive & the furnaces considered efficient.

The three boilers have now been placed in an efficient condition & the safety valves have been adjusted under steam to 175 lbs/sq. in., none not being required.

W283-0006 2/12

