

# PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 24 OCT 1944)

of writing Report 23-10-44. When handed in at Local Office 23-10-44 Port of Swansea.  
Survey held at Swansea. Date, First Survey 15-9-44 Last Survey 23-10-1944  
(No. of visits 9)

on the Machinery of the ~~Vessel~~ Steel Tug "SEINE" Year. Month. 1908 7  
Gross 308 Vessel built at Rotterdam. By whom Rotterdam Droogd. Maat. When 1908  
Net 1 Engines made at Rotterdam. By whom -do- When 1908  
Horsepower 139 Boilers, when made (Main) 1908; 1926 (Donkey) -  
Main Boilers 2 SB Owners N.V. Internationale Sleepdienst Maats. Address -  
(if not already recorded in Appendix to Register Book.)  
Port Rotterdam. Voyage -  
Donkey Boilers - Managers -  
Pressure 180 lb If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted  
in Boilers precisely as in Register Book & Supplements).  
Key Boilers - (State name of Dock.) Prince of Wales Dry Dock.

Report No. Port Propeller Damage  
Particulars of Examination and Repairs (if any) Part LMC. Boiler repairs.  
Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case.

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1	12,43	+LMC 11,40
S.S. Rot. 2nd No. 3	- 1,36	+NB 4,26
S.S. Mil. No. 1-40		BS 4,44
		TS (CL) 1,43

cases where the Surveyor has not made a special damage report he is required to state whether he has personally examined the machinery for this purpose, and why they were declined.

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? Yes

State of internal examination of each boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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

Surveyor examine the Safety Valves of Donkey Boiler? - and of the Donkey Boilers? -

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

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

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

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

Shaft now fitted been previously used? No Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Wood renewed.

Examination of Screw Shaft 27-9-44 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft General examination under working conditions.

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

Surveyor examine the generators, motors, switchgear, cables and fuses? General examination under working conditions.

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

Insulation not complete, state what arrangements have been made for its completion and what remains to be done NOT COMPLETE. Megger test and steam pipes to test.

It is stated to have been sustained through rope fouling propeller, date of casualty unknown. Propeller placed in dry dock, outside fastenings of propeller, stern tube and sea connections examined and found or placed in good condition.

Propeller blades, tips broken. Stern bearing worn  $\frac{1}{4}$ ". DONE ON ACCOUNT OF DAMAGE. Screw shaft drawn and examined, stern bearing lower half replaced. New propeller fitted, old propeller retained aboard as spare.

Now Done. Cylinders, pistons, slide valves, crank, thrust and intermediate shafts, and condenser (tested) also valves, cocks, pipes and bilge suctions, etc. examined and found or placed in good order. Windlass and steering gear with its connections examined. P.T.O.

Observations, Opinion, and Recommendation:— The machinery of this vessel, as now seen, is in good condition, and eligible in my opinion to remain as now classed, fresh record of screw shaft seen 9,44, and fresh notation +L.M.C. 10,44 on completion of survey, by megger testing of electric installation and test of main steam pipes. Subject to boiler bottom shell plating being specially examined at next boiler survey, and without special restrictions regarding boiler stay tubes.

(per Section 20) +L.M.C. £ 7 - Fees applied for 23-10-19-44  
Damage or Repair Fee (if any) £ 3 3  
(per Section 29.)  
Expenses (if chargeable) £ : Received by me, H. D. Beverton

Committee's Minute TUES. 14 NOV 1944  
Signed Asnow. Subject  
T.S. 9.44.

H. D. Beverton  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Repairs. Wear and Tear.

Internal patch previously fitted covering contraction crack in bottom of IP valve chest rejoined, crack examined and external patch fitted. (This may in my opinion be regarded as a permanent repair. )

Dynamo engine and circulating pump engine, piston rods and rings renewed.

Bearings, valves, etc. overhauled and necessary repairs and adjustments effected.

Steering engine overhauled, bearings adjusted.

On completion of repairs, a satisfactory trial of Main Engines and auxiliaries was held.

Auxiliary feed pump, ballast pump, Dynamo and switchgear examined under working conditions, switches operated, governor tested and all found satisfactory. Steering gear tried under working conditions, satisfactory.

After Boiler Repairs, S.R.L., and Wear and Tear.

20 stay tubes, including stoppered tubes, and 1 plain tube renewed.

A number of plain tubes expanded.

Port Furnace Gourlay neck found cracked, crack cut out and repaired by electric welding.

Port c.c., 2 shell stays renewed in bottom row.

Main feed pipe and blow down pipe (internal) renewed.

Safety valves examined, lids renewed, and valves adjusted under steam to pressure stated.

SPECIAL REASONS.

Specially examined pitting in after boiler bottom (corrosion not active)

Stoppered stay tubes now renewed.

H. J. Bourne



© 2019

Lloyd's Register  
Foundation