

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

(Received at London Office)

17 FEB 1932

Date of writing Report 13th Feb. 1932 When handed in at Local Office 13th Feb. 1932 Port of GLASGOW

No. in Reg. Book 7465 Survey held at Glasgow Date, First Survey 18th Decr 1931 Last Survey 12th Feb. 1932

on the Machinery of the Wood, Iron or Steel Tr. Sc. M.V. "VANCOLITE" (No. of Visits 12)

Gross 11404 Net 6253 Vessel built at Glasgow By whom A. Stephen & Sons Ltd. When 1928-5

Engines made at Do. By whom Do. When 1928.

Boilers, when made (Main) None (Donkey) WT-1928. Vertical 1932

Owners Imperial Oil Co. Ltd. Owners' Address As Recorded. Port Montreal Voyage

Managers W. B. Elsworth If Surveyed Afloat or in Dry Dock Harland & Wolff Basin & Govan No 3 Dry Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

1st Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. & N.D.B.

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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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?

As a damage report made by anyone else? If so, by whom? None

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Do. " " Donkey " " " Yes.

Was this not done, state for what reasons? None

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? WT. 250 lbs. Net. 100 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? WT. 250 lbs. Net. 100 lbs.

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

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boiler? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? No 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? No

Has the shaft now been changed? Yes If so, state reasons Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16" Port: 3/16" Starboard.

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

Now Done: Main Engines: All cylinders, pistons & rods, valves & valve gears, connecting rods & their top & bottom end brasses, crossheads, guides, scavenge & lubricating oil pumps, air compressors & their intercoolers, reversing gears, crank, thrust & intermediate shafts, opened out & examined.

Auxiliaries (Steam): Condensers & air, circulating, feed, bilge & ballast pumps & their connections examined thro' out.

Donkey Boilers: Port & starboard Water-tube Boilers & Mountings examined thro' out. Two new vertical waste heat Boilers (Montreal Rpt. 3381) secured on board. All boiler safety valves adjusted as above. The two small Waste Heat Boilers (originally fitted) have been removed ashore.

General: Air receivers with their fittings & connections, fuel oil settling tanks with their fittings & connections, [P.T.O.]

General Observations, Opinion, and Recommendation: This vessel's Machinery is now in special condition and is eligible, in my opinion, to remain as classed and to have fresh records in the Register Book: - *L.M.C. - 2.32, DBS - 2.32 & 2 N.D.B. - 2.32, 100 lbs.

Survey Fee (per Section 29) L.M.C. £ 15:- Fees applied for 16 FEB 1932

Special Damage or Repair Fee (if any) £ 5:5/- Received by me 16.3 1932

Printing Expenses (if chargeable) £ 2:2/-

Committee's Minute GLASGOW 16 FEB 1932

Assigned + L.M.C. 2.32 DBS. 2.32

CERTIFICATE WRITTEN 2nd Feb 32 - 100lb.

W298-0030

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years and months now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 - 3.31		*L.M.C. - 5.28
		*L.M.C. (M) - 3.30
		TS - CL - 3.30
		DBS - 3.31
		Oil Eng.
		Carrying Petroleum in Bulk.

OIL ENGINE CONTINUOUS SURVEY.

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

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



"VANCOLITE" (CONT'D)

13-2-32

bilge connections, steering engine & windlass examined thro' out.

Vessel placed in dry dock: sea cocks opened out & examined: propellers & outside fastenings of under-water fittings examined. Electrical equipment examined.

On completion of the survey the manoeuvring of the engines was tested under working conditions with satisfactory results.

Repairs & Renewals:

Port main air compressor — High pressure cylinder liner renewed.
Starboard do. — High pressure piston renewed.

Both main compressors — Crosshead pins renewed.

Main engine top end brasses: Port 1, 2, 3 & 4 & Starboard 2, 3 & 4 bottom halves re-installed.

Port No 1 bottom end brass — top half re-installed.

Starboard main crank shaft — 1 dowel pin (loose) renewed.

Water-tube boilers — Feed check valves renewed.

Port feed pump — Steam rings, water end rod & function valve seat renewed.

Ballast pump — Water end rings renewed.

All main compressor high & intermediate pressure cooler elements removed ashore, cleaned & tested to 1000 lbs./in² hydraulic pressure.

J.B.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Noted.

Delete 209-107d

Insert 2ND 32. 107d.

[Signature]

27/2/32



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