

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

(Received at London Office - 3 APR 1941)

Date of writing Report Apr. 3rd 1941. When handed in at Local Office Apr. 3rd 1941 Port of London.

No. in Reg. Book. Survey held at London. Date First Survey 19 August 1940 Last Survey 12 March 1941
(No. of Visits 33)

80657 on the Machinery of the Wood, Iron or Steel S.T. "OILTRADER."

Tonnage { Gross 5550 Vessel built at Newcastle By whom Swan Hunter & Co. Ltd. When 1927-12
Net 3261 Engines made at - do - By whom - do - When 1927

Nominal Horse Power 182 Boilers, when made (Main) 1927 (Donkey) -

No. of Main Boilers 258 Owners British Oil Shippers Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers A. A. Rupp Port London Voyage -

Steam Pressure in Main Boilers 200 If Surveyed Afloat and in Dry Dock Yes
(State name of Dock.) S.W. India Docks

in Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -
Particulars of Examination and Repairs (if any) Damage to H.C. + 100 A.I. 1.39 + L.H.C. 1.39
66 Ret. to 2.36
Cumyrt Petroleum in fuel.
Fitted for oil fuel
12.24 F.P. allowed
1569

(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

Was a damage report made by anyone else? If so, by whom? Yes. Indemnities Surveyors

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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? -

State latest date of internal examination of each boiler 2/10/40. Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs

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? Yes, and of the Donkey Boilers? -

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, 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? No

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 25/9/40. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Fit

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

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

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

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

Damage stated to have been sustained by enemy action (bombs) in North Sea on Aug. 11th 1940.

now done:- bearing, cylinders, pistons, valves & casings, crank, thrust, water & screw shafts main engine, and pumps, condenser, pumping apparatus, sea cocks, valves & fastenings, propeller, stern tube & shaft, engine supports, boiler casings, main & steam pipes (traced), electric engines, switchboard, wiring circuits & fittings, steering engine, refig engine, and all placed in good condition.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as now seen is eligible in my opinion to remain as classed with fresh record of + L.H.C. 3.41 & T.S. (C.I.) 3.41.

(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, B.&M.S. 9.11, L.H.C. 9.11, or L.H.C. 140 lb., F.D., &c.)

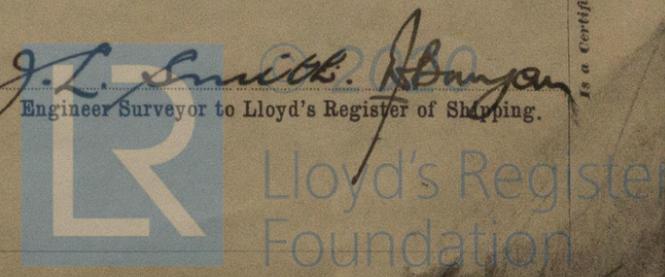
Survey Fee (per Section 29) £ 13 0 0 Fees applied for Wear and Tear Repairs £ 5 5 0 3 APR 1941

Special Damage or Repair Fee (if any) £ 2 0 0 Received by me, J. L. Smith, Engineer Surveyor to Lloyd's Register of Shipping.

ELECT. SURVEY Travelling expenses (if chargeable) £ 2 0 0 5 5 0

Committee's Minute WED 16 APR 1941

Assigned + L.H.C. 3.41



51016 TRADER.

Repairs:— All main & aux. engines opened up & examined.
Screw shaft tried in lathe & found true & replaced.
Stem tube examined under H.A. by presence.
Main engine thrust holding down bolts hardened up.
Main & auxiliary steam pipes examined under H.A.
Test H.A. 0."

Steering engine removed to shop, main shaft tested for truth in lathe, head plate & framing examined. cylinder valves etc. opened up. steam & exhaust pipes renewed, telemeter pipes overhauled. Sea cocks & connecting pipes examined. main condenser tested.

Dynamo engines (2) & refrigerating machine (doubtful) opened up for examⁿ.

All damaged main engine oil pipes repaired. Gauges for main & aux. engines throughout engine room & Boiler room repaired & adjusted. Six sets of gauge glass guards renewed. Engine room telegraph repaired. Refrig. engine exhaust pipes renewed. Engine lifting beam removed, painted & refitted.

+ L.H.C. Repairs. H.P. piston rings renewed.

H.P. slide valves & fitting strips machined & refitted. Low H.P. joints & gaskets renewed. Sea cocks & valves including pump room injections examined & overhauled as necessary. main condenser examined under test. Screw shaft liner machined at after end. Bilge & sanitary rams examined, suction & delivery valves overhauled.

Centrifugal pump:— Steam & water ends examined - piston rings renewed.

Ballast Pump:— Opened up & overhauled, suction & delivery valves, spindles & springs renewed.

General Service Pump: Overhauled, & new water end fitted.

Starb. Independent Feed Pump: Opened up & overhauled. Steam & water end rings renewed.

Port. Indep. Feed Pump: Overhauled, suction & delivery valves & seats machined.

Oil Fuel Pumps: Examined & adjusted.

Electric Engines:— Ridges ground off tops of cylinder bores, piston valve & rings of port eng renewed.

S.T. OIL TRADER.

Bailers examined internally & externally with mountings, safety valves, manholes & fastenings, & placed in good condition. Safety valves adjusted under steam on shore.

Fore. Bailer. Main stop valve seat renewed. Aux. check, whistle, alarm & blow down valves machined.

Starb. Bailer. Main stop valve, aux. check valve machined, fore s. valve seat renewed, main check valve spindle renewed.

Port Bailer. Centre C.C. & Plain tube renewed. & a no. expanded at back end. Main check valve spindle renewed. Minor other repairs effected.

On completion of repairs, the main & auxiliary engines, steering engine, were tried under working conditions & found satisfactory. Telegraph & whistle satisfactory.

The oil fuel delivery & return pipes were examined under working conditions. The steam fire extinguisher under pressure tried & found satisfactory.

Electric Repairs - Damage.

Engine room rewired, broken switches & fittings renewed.

Fore. & after generators overhauled & tested.

Switchboard overhauled, broken switches renewed instruments overhauled & calibrated.

Lathe motor overhauled.

Bailer room part rewired switches & fittings renewed & repaired.

After accommodation completely rewired - new plugs, switches & fittings.

Fuse boxes throughout overhauled.

Stem light rewired & refitted.

Survey. Side & mast head lights & fittings overhauled.

Boat lights - Partly rewired.

Fore. main cable partly renewed from junction box to switchboard.

Minor other repairs effected.

All circuits megger tested throughout & found to Rule requirements.