

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

(Received at London Office 7 SEP 1945)

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

No. in Survey held at Hull Date, First Survey 27/7/45 Last Survey 30/8/45
Reg. Book. (No. of Visits) 12

27322 on the Machinery of the Wood, Iron or Steel SC "Juta"

Gross 1559 Vessel built at Blyth By whom Blyth S.B. Co. Ltd When 1908-8
Net 923 Engines made at Sunderland By whom NE. Mar. Eng. Co. Ltd When do
Nominal 181 Boilers, when made (Main) 1908 (Donkey) 1929
orse Power }
o. of Main Boilers 1 Owners Ministry of War Transport Owners' Address
o. of Donkey Boilers 1 Managers Tyner & Wear Shipping Co. Ltd Port Glasgow Voyage
eam Pressure 180 lb Surveyed Afloat or in Dry Dock Alexandre Dock
in Main Boilers 100 lb (State name of Dock.) "dry dock"

ast Report No. Port

Particulars of Examination and Repairs (if any) Damage T.S. & M.B.S. & Repairs

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repair, 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.

a 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. Offered & declined

Was a damage report made by anyone else? If so, by whom? Yes. by Mr Turner for W.R.A.

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

" " Donkey " " No

If not, state for what reasons D.B. under steam. What parts of the Boilers could not be thus thoroughly examined?

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? Present condition of funnel(s) efficient

State latest date of internal examination of each boiler. Main boiler 18/8/45 To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boiler? No and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Has an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 1/8/45 State the wear down in the stern bush 3/32

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

Engine parts, when referred to by numbers, should be counted from forward.

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

Now done:- On account of damage stated caused by propeller striking a buoy whilst vessel was entering the Humber on July 26th 1945 whilst in "operations" under control of the Sea Transport Dept. Vessel placed in dry dock and the propeller & outside fastenings examined; blade of solid C.I. propeller found broken at root; recommended propeller be renewed. Screwshaft drawn & examined & found true; after end of liner found locally slack & body of liner scored. Shaft removed to shops, liner skimmed up & after end cut back approx 1". Shaft cone & coupling pieces skimmed up & gland & neck rings renewed. Sternbush renewed to suit. Spare propeller fitted.

Machinery Repairs & M.B.S.:- See also Ant Rpt No 23401 & Duppe Rpt D 22.

At request of Owners local Supr examined boiler on account of leaking tubes (See continuation Sheet)

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, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.) CS 3,34

The machinery of this vessel, so far as now seen, is eligible in our opinion to remain as classed with fresh records of T.S.-CL 8.45 & M.B.S. 8.45 Main boiler W.P. restored to 180 lb

Survey Fee (per Section 29) M.B.S. £ 4: 0: 0 Fees applied for

Special Damage or Repair Fee (if any) 3 3: 0 SEP 1945

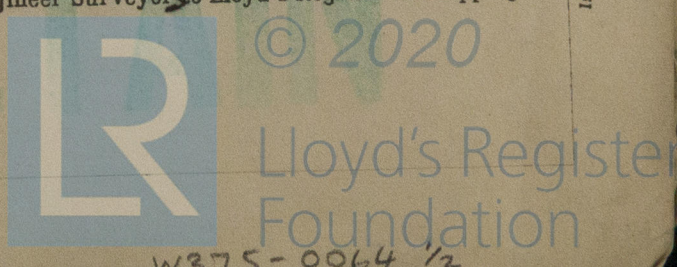
Travelling expenses (if chargeable) £ 5: 5: 0 Received by me, M.B.S. Edwards

Committee's Minute TUES. 16 OCT. 1945

Assigned M.B.S. 8.45

DBS 6.45

S 8.45



W375-0064 1/2

Steel Sc. "Juta"Machinery Survey (continued):

and the following repairs carried out:— all plain & stay tubes renewed; several staytube holes built up by E.W. & retapped. remainder of boiler examined internally & found satisfactory.

Mountings opened out & refitted. Safety valve springs, stated renewed recently, examined & found satisfactory; valve seats, found leaking between seats & chest, now renewed. Boilers examined under steam on completion of repairs and found tight & satisfactory. Safety valves readjusted to original working pressure of 180 lbs. ^{sq.} in.

Main condenser examined and tested; several tubes and a large number of ferrules renewed and condenser retested and found satisfactory.

Main engine L.P. crosshead pin found scored & now skinned up; fractured crosshead brasses renewed. Sundry other minor repairs effected.

Thrust & crankshafts generally examined & engines tried under steam at berth and found satisfactory.

Interim Certificate issued. Copy attached.

H.M.B.

RETAIN