

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

(Received at London Office

AUG -5 1940

Survey Report 2nd Aug. 1940. When handed in at Local Office 3rd Aug. 1940. Port of Cardiff.
Survey held at Cardiff. Date, First Survey 26th June Last Survey 2nd Aug. 1940.

on the Machinery of the Wood, Iron or Steel Screw Engine "Volunteer" ex "Procida" (No. of Visits)

Vessel built at Victoria, B.C. By whom Harbour Marine Ltd. When 1921. 3.

Engines made at Toronto. By whom J. Inglis & Co. Ltd. When 1921.

Boilers, when made (Main) 1921. (Donkey)

Owners Ministry of Shipping. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers J. Long & Sons, Ltd. Port London. Voyage

If Surveyed Afloat or in Dry Dock (Boathouse) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port Donkey, Part M.S.
Classes of Examination and Repairs (if any) T.S. & B.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, 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 any damage detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

special damage report made by anyone else? If so, by whom?

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

Donkey " " " "

parts of the Boilers could not be thus thoroughly examined?

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 of internal examination of each boiler P.S. 26/6/40. B.S. 22/7/40. Present condition of funnel(s) Satisfactory.

Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs./sq. in.

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

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

Surveyor examine the drain plugs of the Main Boilers (in place) Yes. and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? Yes. 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?

Shaft now been changed? No. If so, state reasons

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?

Examination of Screw Shaft 16/7/40. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Lower half rewooded.

Is electric light and/or power fitted Yes.

Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

By, all Rule requirements to be carried out with exception of examination of windlass engine, sea connection valves rocks, propeller, M.P. cylinder, and and M.P. valves and valve chests. Stated that this will be done at the first opportunity. To complete B.S., the drain plug in the centre boiler to be done with on arrival at vessel's loading port as under.

done. Vessel drydocked. Propeller, stern bush, and outside fastenings examined. Propeller shaft drawn in, examined (C.A.) and found satisfactory. Propeller shaft marked LLOYDS 1606 20.7.20.A.S.) Lower half of stern tube bush rewooded.

done towards M.S. - Windlass engine, sea connection valves rocks, (cont.)

General Observations, Opinion, and Recommendation: - 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.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is eligible in my opinion to have notation +L.M.C. (glass contemplated), and record of propeller after seen C.A. 7, 40, and B.S. 8, 40, on completion of the survey as above. Record of M.S. (with date) to be deferred until completion of the survey.

(per Section 29) PART RECLASSIFICATION £ 10: 0: 0 Fees applied for 12/6/40 from London

Page or Repair Fee (if any) £ : : Received by me, Frank J. Richardson, Engineer Surveyor to Lloyd's Register of Shipping.

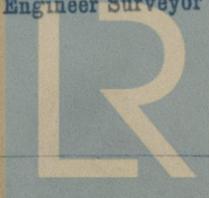
Expenses (if chargeable) £ : : FRI. 9 AUG 1940

Committee's Minute see Hall Rpt.

Signature of Surveyor

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

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



Lloyd's Register Foundation

W 389-0130(112)

Port of Bardiff.Steel Screw "Empire Volunteer" ex "Procida."

M.P. cylinder (piston not opened up) and H.P. and M.P. valves and valve chests examined. Wreckless cylinders now renewed, intermediate shaft (found slightly bent) faired, and H.P. and M.P. valve chest skinned and valve rings renewed.

The machinery has been generally examined at this time and found in apparent good order.

Now done, Boiler Survey: - all main boilers examined throughout, and now considered satisfactory for a working pressure of 180 lbs./sq. in. and their safety valves adjusted under steam to this pressure. The centre boiler furnaces were found slightly distorted, and a compensation ring has been previously fitted to the top half of the centre furnace; furnaces considered efficient.

On examining the boilers under steam, a slight leak was observed from the centre boiler drain plug, and as the vessel was on the point of sailing, it has been arranged with the Owners' representative that this plug will be removed and renewed, or re-jointed as found necessary, on the vessel's arrival at her loading port, under the supervision of the local Surveyors.

Repairs at tender now carried out.

Port Boiler: - 7 stay tubes renewed, (5 of them found fitted stoppers). 5 cc. screw stays and 10 cc. wrapper plate screw stays renewed.

Centre Boiler: - 3 cc. screw stays renewed.

Starboard Boiler: - 10 stay tubes (5 found fitted stoppers) renewed. 4 cc. back screw stays and 3 wrapper plate screw stays renewed.

Back flange of centre furnace partly re-riveted.

Surface grooving at starboard furnace gashank neck built up with electric welding, and starboard low manhole flanging built up and door refitted.

A number of plain ribs in Port and Starboard boilers expanded.

Y.H.