

.of HULL,

16th. April. 1920.

JOHN ROBERTSON,

Mr. Howston, representing the Managers survey the Machinery and Boilers of the steel Screw Steamer "NAIMES" 5332 tons (gross) register and No. 21349 in the Register Book on the 3rd. March 1920, and subsequent dates, while the vessel was lying in the Alexandra Dock, Hull,

The following parts were examined viz:-

All main boilers and their mountings have been examined. The cylinders, pistons, slide valves and chambers, piston valve and chambers, Nos. 2 & 5 crank shaft journals and ~~bars~~, one thrust shoe and collars in way of same, one tunnel bearing and air pump have been examined. All were found or placed in good condition.

Repairs effected:-

New rings fitted to H.P. piston.

2nd. I.P. slide valve and valve face planed up.

1st. I.P. and L.P. eccentric straps (top halves) reattached.

2nd. I.P. and L.P. ahead guide shoes reattached.

New head valves (Kinghorn) fitted to air pump.

Condenser: Fracture in forward water end casting repaired by steel plate patch being fitted externally.



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W48-0188(113)

Fan engine:- bottom end brasses reinstalled.

Ballast pump:- water chamber bored out and new bucket and rod fitted.

The defective general Donkey pump mentioned in the Melbourne report has now been replaced by a new Weir's pump (size 6", bucket, $8\frac{1}{2}$ " cylinder, 13" stroke) and all necessary pipes and valves fitted.

BOILERS:-

2 sets of new water gauge mountings fitted to each boiler. Main stop valve, spindle, and seat, also auxiliary stop valve seat renewed in centre boiler.

Port boiler. Centre furnace:-

defective and fractured portions of furnace in way of port and Starboard gussets, cut out; and two patches made, fitted, riveted and seams electrically welded in position; two cast iron protection plates fitted over patches.

12 new stays fitted to Starboard combustion chamber back, 30 to centre combustion chamber back and 9 to port combustion chamber back (all in port boiler).

This boiler after repair was tested by hydraulic pressure to 340 lbs. and found tight and satisfactory.

The Superintendent Engineer's notice was drawn to the following defective furnaces and it was recommended that they be renewed at the first opportunity.

Port Boiler. Centre Furnace:- patched and deflected.

Port Boiler Starboard Furnace. corroded and knuckled at line of bars, and deflected.

Starboard Boiler, centre furnace, cracked at gusset on starboard side, corroded and welded at line of bars, also badly knuckled at line of bars.

Starboard Boiler. Port Furnace, cracked; patched, and welded at furnace crown.



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The plain tubes in all boilers have been expanded considerably and are now thin; it was recommended to the Superintendent engineer that new plain tubes be fitted at the first opportunity.

Judging from my inspection of the parts of the machinery and boilers which have been examined and after reading the reports of the Surveyors on the surveys held at Leith in May 1919, and at Melbourne in December 1919, I am of opinion that the machinery and boilers of this vessel appear to be in a fit condition to run for a further period of six months from the date of survey.

John Rolleston

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.



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