

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

(Received at London Office AUG 12 1938)

Date of writing Report Aug 1st 1938 When handed in at Local Office Aug 1st 1938 Port of Halifax, N.S.

No. in Survey held at Halifax, N.S. Date, First Survey July 14th Last Survey July 24th 1938
 7. Book. 2684 on the Machinery of the Wood, Iron or Steel Ship "Roll" (No. of Visits 11)

Gross 10044 Vessel built at Finkenau By whom Statens Kraft, A.C. When 1930
 Net 5891 Engines made at Augsburg By whom Statens Kraft, A.C. When 1930
 Indicated Power 1175 Boilers, when made (Main) (Donkey) 1930
 of Main Boilers Owners Old Boys Lubricator A/S (Old Boy, N.Y.) Owners' Address
 of Donkey Boilers 5 Managers (if not already recorded in Appendix to Register Book.)
 Main Boilers 100 If Surveyed Afloat or in Dry Dock Dry Dock Port Oslo Voyage Centenary
 Donkey Boilers 170 (State name of Dock.) Halifax Dock, N.S.

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now or estimated.	Machinery and Boiler Surveys (including date of N.B. if any).
FE 100A1 12-37		ELMC CS 6-34
S.S. Rot. No 1-35		3-37
Comp. Petroleum in tank.		TS (CL) 2-37
		DBS 3-37

st Report No. Port

Particulars of Examination and Repairs (if any) Aug. DBS & CS

Periodical Surveys, when held, must be reported in detail and serially 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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. *Not required by owner representative*

Is a damage report made by anyone else? If so, by whom? *Underwritten in report*

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

" " Donkey " " *See donkey boilers and 1 vertical donkey boiler*

Was not done, state for what reasons? ☒

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? ☒

Latest date of internal examination of each boiler *Per S donkey boiler July 19th, 1 vertical DB July 20th* Present condition of funnel(s) *Satisfactory*

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes, 2 DB 1 vertical DB*

To what pressure were they afterwards adjusted under steam? *170 and 100*

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

and of the Donkey Boilers? *Yes*

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

and of the Donkey Boilers? ☒

Did the Surveyor examine all the mountings of the Main Boilers? ☒

and of the Donkey Boilers? *Yes*

Has screw shaft now been drawn and examined? *Substant* 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? *Yes*

Has shaft now been changed? ☒ 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? ☒

Date of examination of Screw Shaft *20 July 38* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *PS 5 1/2"*

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

Is electric light and/or power fitted? *Yes*

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

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done *C 5*

Case stated: Have been examined (1) through grounding at the Pilot Station, Reculade Light Vessel, River Plate, on February 23rd 1938, on a voyage from Arica to Buenos Aires, and through bottom survey times while proceeding to Buenos Aires and after picking up pilot, and (2) through the 1st port main survey trip and bottom surveying on July 12th 1938, while en route to Halifax, N.S., after picking up pilot off Chatham Head, N.S., on a voyage from Montreal to Halifax, N.S. Further particulars see log books.

Notes: - Vessel placed in dry dock, the propellers, stern bracket, oil rings, all sea cocks, valves and their fastenings examined and found to be in safe working condition. The donkey boilers were examined externally and internally together with their safety valves, steam pipes, doors and mountings and found to be in safe working condition. The safety valves were after examination adjusted under steam to their set pressure of 170 lbs per sq. in. The vertical donkey boiler was examined externally and internally, together with its safety valves, steam pipes, doors and mountings and found to be in safe working condition.

General Observations, Opinion, and Recommendation: - The machinery of this vessel, as far as seen, is in safe working condition, and eligible, in my opinion, to remain as described and to have the record of DBS 7-38 and Substant TS 38 made in the Register Book in the case of this vessel, subject to the 2nd port cylinder jacket being examined 12-38, and the repair to the 1st crank pin and bedplate being examined within one month, or 1-39, also the break test vertical donkey boilers set to be made.

Survey Fee (per Section 29) £ : : Fees applied for July 24 1938
 Special Damage or Repair Fee (if any) £ 1.35
 Selling expenses (if chargeable) £ 30
 Received by me, 19

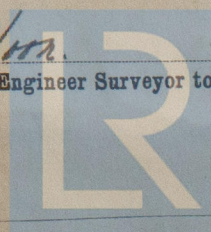
Committee's Minute FRI 9 SEP 1938

Signed As now, subject

WORKED ON VESSEL

DBS 7.38

Engineer Surveyor to Lloyd's Register of Shipping.



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W49-0058 (1/3)

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in safe working condition. The safety valves were afterwards adjusted under steam to blow at a pressure of 100 lbs. The vertical tank test donkey boilers were not examined, it being stated these were not to be used again as boilers, instructions to that effect having been received by the Board from the Board.

Donkey boiler repairs:- 54 plain tubes removed

11 upright top tube into boiler shell removed (port boiler)

2 heater circulating valves removed complete.

Port main engine

No 1 cylinder, piston, heads, valves, top and bottom ends opened up, top and bottom liners drawn for examination, piston and rod tried in tube for truth. The crosshead was removed tried in tube for truth and found satisfactory.

The Nos 1, 2, 3, 4 and 5 main bearings were opened up & examined.

The crank shaft was turned in position and treated with surface grime for truth.

The Nos 2 and 3 main bearing bolts were removed, examined, tested in tube for truth found satisfactory and afterwards replaced.

The crosshead bearings and bolts were removed and securing screws re-settled for square.

The No 1 piston (found fractured) was removed, and piston rod replaced by spare.

The top and bottom liners (found fractured) were removed and tested.

The No 1 engine was afterwards closed up & found ready.

The Nos 2 and 3 top and bottom ends and bolts were opened up, examined, bolts tested and all replaced and adjusted.

The holed portion of the No 1 crank pit (stated to have been broken by fractured top and bolt joining between crank web and crank pit) was repaired by fitting jointed copper patch secured by $\frac{1}{2}$ " top bolts, and tested by filling crank pit with water on completion of repairs.

The fracture on inner wall of bed plate in bay of No 1 crank pit (stated to have been sustained at the same time as the damage to crank pit) was repaired by drilling and plugging ends of fracture, and the fitting of a steel patch secured by $\frac{3}{8}$ " bolts and top bolts (for details of above see enclosed drawing).

The port main engine was tried under working conditions on completion of repairs with satisfactory results.

Starboard main engine

The No 2 cylinder, piston, heads, valves and top and bottom ends were opened up, top and bottom liners drawn (checking and found fractured) and liners removed and tested.

The metal in the two lower halves of top and bottom ends (found cracked) was removed.

The No 2 engine was closed up after repairs completed, and starboard engine tried under working conditions on completion of repairs with satisfactory results.

The bilge pump was opened up, examined, and new water and complete fitted, original water and liners badly worn.

The starting slide for starboard reversing was opened up, examined and adjusted.

The port and starboard scavenge pump pistons, cylinders and valves opened up, valves removed, cleaned, replaced and all found satisfactory.

The No 1 auxiliary engine (steam) opened up, examined, main bearings re-settled, in crank

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shaft supplied by runners and bedded in alignment, cylinder and piston examined and all closed up in good order.

The working piston for engine was opened up, examined, piston rings removed and engine placed in efficient condition.

The starboard screw shaft was drawn, then skinned in tube, stem track re-worked, oil rings removed, examined, 1 brass ring and sealing rings removed, propeller blade tips faired and all replaced in alignment, also after spring being examined and adjusted.

The port propeller was removed, oil ring removed for examination, 1 brass ring and sealing rings removed, and all replaced.

The port after intermediate shaft being was opened up and examined, and found satisfactory. Main engine cylinder and piston cooling pumps opened up, examined and adjusted.

J. H. Brown.



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