

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

No. 5789.

24 FEB 1936

Date of writing Report: 31st Jan. 36 When landed in at Local Office: 31st Jan. 36 Port of: Singapore
 No. in Reg. Book: Survey held at: Singapore
 22359 on the Machinery of the Wood, Iron or Steel: T.S. CARNARVONSHIRE
 Tonnage: Gross 9385 Net 5886 Vessel built at: Belfast
 Nominal Horse Power: 977 Engines made at: " By whom: Workman, Clark & Co. Ltd.
 No. of Main Boilers: 204 Boilers, when made (Main): 1914 When 1914-3
 No. of Donkey Boilers: 258 Owners: (Donkey) ✓
 Managers: Owners' Address: (If not already recorded in Appendix to Register Book.)
 Port: Belfast Voyage: Japan.
 If Surveyed Afloat: Yes (State name of Dock.)
 Last Report No. 46253 Port: Lul

Particulars of Examination and Repairs (if any) Boiler London.

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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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 ✓

as a damage report made by anyone else? If so, by whom? ✓

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

" " Donkey " " " ✓

his was not done, state for what reasons? Boilers not prepared for survey.

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? ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 160 lbs/sq

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓

and of the Donkey Boiler? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓

and of the Donkey Boiler? ✓

screw shaft now been drawn and examined? ✓

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

shaft now been changed? ✓ If so, state reasons ✓

Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

the shaft now fitted been previously used? ✓

date of examination of Screw Shaft? ✓

State the distance between ligament wire or bearing metal of stern bush and top of after bearing of screw shaft? ✓

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

Is electric light and/or power fitted? ✓

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

General examination was made of the starboard forward (S.B.) and port aft (D.B.) boilers on the 18th and 19th January, 1936, and it was recommended that these two boilers be thoroughly cleaned in way of the combustion chambers and that the steam and water spaces be cleared of all loose dirt. The port furnaces of the starboard aft (D.B.) were both badly distorted and as arrangements had been made for the vessel to proceed at reduced speed to Japan no repairs were made out to this boiler and it was recommended that it should not be taken into service, again. The port forward (S.B.) was examined under steam and found to be in satisfactory condition; it was stated that no trouble had been experienced with this boiler on the passage to Singapore.

When the cleaning of the two boilers had been completed, an examination was made of the fire and water sides and (see continuation sheet)

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good order and no repairs are required. The machinery of this vessel is in good order and no repairs are required.

It is recommended that the vessel be allowed to remain as now, classed in the Register Book without a record of survey subject to the starboard aft boiler not being used and the boiler pressure being reduced to 160 lbs/sq.

(per Section 29) \$100- Fee or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) (BORT) \$24.35

Assigned

TUE. 3 MAR 1936

Fees applied for 30/1/1936

Received by me, 19

John Hormala
 Engineer Surveyor to Lloyd's Register of Shipping.

To be broken up
 write to
 (note for Dept)

Lloyd's Register
 W490-Foundry

Port of SingaporeContinuation of Report No. 5789, dated 31st Jan'y. 1936. on theT.S.S. "CARNARVONSHIRE."

the following repairs were recommended, and subsequently carried out:-

Starboard forward boiler:-

3 saddle rivets to cut out and renew.

8 open cracks in way of saddle rivets to cut out and weld.

9 tube stoppers to cut out and rejoin.

1 c.c. back stay to re-caulk and nut to renew.

About 100 smoke tubes to re-expand.

About 15 forced-draught air tubes to renew.

Boiler to be tested hydraulically to 200 lbs/2" and all leakages to be made tight.

Port aft boiler:-

11 saddle rivets to cut out and renew.

15 open cracks in way of saddle rivets to cut out and weld.

15 tube stoppers to cut out and rejoin.

1 crack on starboard forward furnace to weld.

2 cracks on forward tube plate of centre furnace to cut out and weld.

About 450 smoke tubes to re-expand.

About 30 forced-draught air tubes to renew.

Boiler to be tested hydraulically to 200 lbs/2" and all leakages to be made tight.

The two boilers were tested on the 28th January, 1936 and were found to be tight but in view of the generally distorted condition of the tube plates and back plates of the combustion chambers of the single-ended boiler, it was recommended that the steam pressure be not allowed to exceed 160 lbs/2" and the safety valves of the two forward boilers and of the port aft boiler were adjusted to that pressure.

J. W.



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