

pt. 9.

No. 92664

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

(Received at London Office)

25 JUN 1935

of writing Report 22nd June, 1935 When handed in at Local Office 22nd June, 1935 Port of NEWCASTLE-ON-TYNE

Survey held at Newcastle-on-Tyne Date, First Survey 29 April Last Survey 17.6.1935

on the Machinery of the ~~Wood, Iron or Steel~~ T.W. SC. "MAIMOA" (No. of Visits 8)

Gross 8011

Net 5000

1039

in Boilers 206

key Boilers 256

Boilers 220

Boilers

Vessel built at Newcastle-on-Tyne by whom Palmers' Co. Ltd. When 1920.9.

Engines made at Newcastle-on-Tyne By whom Palmers' Co. Ltd. When 1920

Boilers, when made (Main) 1920 (Donkey) -

Owners Shaw, Savill & Albion Co. Ltd. Owners' Address -

Managers - Port Southampton Voyage Laid up

Surveyed Afloat ~~on in Dry Dock~~ R.E. Mar. Wharf, Wallsend

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

Report No. Port Fitting Superheaters

Particulars of Examination and Repairs (if any) to Main Boilers

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 being 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 his services for this purpose, and why they were declined

age 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?

Donkey

not done, state for what reasons? Boilers not due for survey.

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

Surveyor examine the Safety Valves of the Main Boiler?

Surveyor examine the Safety Valves of Donkey Boiler?

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

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

Present Condition of Funnel(s) Good.

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 225 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? , and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

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

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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Is electric light and/or power fitted?

Is not complete, state what arrangements have been made for its completion and what remains to be done

Superheaters :- Superheaters of the North Eastern Marine Smoke Tube Type have now been fitted to main boilers (for particulars see separate report herewith). All valves and connections superheated steam made of cast steel and tested by hydraulic pressure to 660 lbs./sq. in. satisfactory results. All steam pipes taking superheated steam made of cast steel, and the end altered pipes tested by hydraulic pressure to 660 lbs./sq. in. with satisfactory results. Suitable steaming arrangements and new gravitation filter fitted. Superheater safety valves adjusted steam to 225 lbs./sq. in., and the machinery examined under working conditions and satisfactory. The following repairs have been carried out in connection with the conversion to heat :- New Perlit Iron liners fitted to the H.P. cylinders, and new piston rings fitted; the 1st 2P. cylinders bored out and new rings fitted; the H.P. & 1st 2P. piston valve chambers liners renewed of Iron, and the piston valves fitted with new rings; the H.P. & 1st 2P. piston rods, and the 1st 2P. valve spindles have been "ground up" and new neck rings and gland bushes fitted; and new C.S. Engine Stop & Throttle Valves fitted.

Observations, Opinion, and Recommendation:— and new C.S. Engine Stop & Throttle Valves fitted. 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.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Machinery of this vessel is in safe working condition and eligible, in my opinion, to remain as now without fresh record.

Diameter of H.P. Cylinders 24 1/2".

Diameter of 1st 2P. Cylinders 33 1/8".

Charge (per Section 29) £

Image or Repair Fee (if any) (per Section 29.)

Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

As now

TUE. 9 JUL 1935

W54-0115

