

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

(Received at London Office 14 DEC 1925)

Date of writing Report 24/11/25 When handed in at Local Office 19 Port of Port Natal

No. in 1455 Survey held at Port Natal Date, First Survey 26 Oct Last Survey 23 Nov 1925

on the Machinery of the Wood, Iron or Steel & St Competitor Master J. H. Mead

Gross 2536 Vessel built at W Hartlepool By whom Furness Withy & Co Ltd When 1904 8

Net 2216 Engines made at Hartlepool By whom Richardson's Westgarth When 1904

Registered Horse Power 312 Boilers, when made (Main) 1904 (Donkey) 1904

of Main Boilers 2 Owners Leeston Shipping Co Ltd Port Whitby Voyage

of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat

Main Pressure 160 (State name of Dock.)

Donkey Boilers 80

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

CHARACTER.	Year Assigned	Machinery and Boiler
For Special Survey.	Assigned	Survey
Date of last Survey and of Periodical Surveys.	expired.	(including date of N.B., if any).
100.A.1.		LMC.
2.25		MS 11.23
SS Gms No 3 - 10.70		MBS 2.25
SS Gms No 1 - 25		DBS 6.25
		TS N 2.25

Report No. 1. 23 Port ss Off.

Particulars of Examination and Repairs (if any) Defects

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and details of any repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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?

Was a 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?

Donkey " " "

as not done, state for what reasons?

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?

Surveyor examine the Safety Valves of the Main Boiler?

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

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 Boiler?

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?

or two liners?

or is it without liners?

Now been changed?

If so, state reasons

It now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

At the request of J. H. Mead, master of the vessel I surveyed the 26th October the Port Boiler of the ss "Competitor" the furnace of which Boiler had given out while raising steam to proceed to sea.

Boiler. As the Boiler was then too hot for inspection I recommended it to be blown or pumped out and on the following day, I made examination and found that the back corrugation (lower part) had at some previous time been fitted with patches one on water side and one on fire side there had also been repairs by welding. On striking the rivet parts with a hand hammer they rattled and I recommended the rivet parts of furnace and the patches to be cut out.

Board Boiler. I then enquired as to other parts of the boilers

Observations, Opinion, and Recommendation:—

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 what 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, or L.M.C. 9,11, &c., &c.

I would recommend that the repairs carried out on the Port Boiler and the Boilers generally be further examined on the vessel's arrival at Home Port.

Section 28.)	£	:	:
Repair Fee (if any)	£65	0	0
Section 28.)	£2	14	0
Fees (if chargeable)	£2	14	0

Fees applied for 24/11/25
Received by me, John Stewart
19

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 22 DEC 1925

FRI. 29 JAN 1926

's Minute

As now subject

WS75-0051



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

(2)

Shell End plate. The bottom part was renewed 4' 6" athwart $\times 3' 6" \times 1"$ including stay compensation plate, and one longitudinal stay.

Rivets. Quite a number of defective rivets were renewed throughout the back ends.

Lagging. The lagging on shell end plates was in such a dilapidated condition that it ^{all} fell to pieces when being partly removed for the carrying out of repairs. It was renewed. The lagging around shell plates is also bad but nothing was done to it here.

Other repairs carried out to Boilers include the overhauling of all boiler mountings, and the renewal of all furnace fittings which were past repair. The Boilers were cleaned fairly well, but owing to the heavy hard scale cleaning was a difficult matter.

The Boilers were certainly in a very neglected condition. Temporary repairs were impracticable and no more was done here than was actually necessary for the safety of crew, vessel, and cargo.

Both boilers were tested to 165 lbs by hydraulic pressure, and found tight and satisfactory.

Auxiliary Feed Pump. During the testing of the 2nd Boiler this pump gave out, and was repaired by fitting new rings in water end, fitting new valve gear pins and plugging up water chamber where corroded.

On the 23rd November, I attended on board and floated the safety valves of both boilers to 160 lbs and all was found satisfactory.

boilers, and was shown a bolted patch fitted in the back plate (lower part) of Centre Combustion Chamber of Starboard Boiler. On removing the patch I found the back plate fractured and riddled with holes probably made to try and fit the patch or patches. I then recommended that the defective part of back plate be cut out and a new lower part fitted and riveted. As there were quite a number of stays in the way of this repair, it was necessary to remove the lagging from back end shell plate and after doing so, a large junk of salt, etc was found in way of and around the blow down cock joint. On removing this junk of salt the shell end plate was found to be corroded through, there being a hole large enough to insert three fingers, almost immediately under the flange of blow down cock joint. There was also serious wastage at other parts of this plate in way of stay nuts.

Port Boiler. I then considered it necessary to make examination of the shell end plate of Port Boiler and although it was found to be badly wasted there was no difficulty in making it good by electric welding.

Other defects found in boilers include back plates of Combustion Chambers wasted around stays, stays and nuts leaking, tubes leaking and salted up solid, and burnt and perished at ends, cracks in furnaces about 12 (twelve) altogether and to add to these troubles the boilers internally were coated with a heavy scale, especially on back plates of Combustion Chambers, where the scale was from $\frac{1}{4}$ " to $\frac{3}{8}$ " thick.

Repairs. The following is a detailed list of the repairs carried out to Boilers.

Port Boiler Centre Furnace. Circumferential patch 4' 6" by $\frac{5}{8}$ " fitted at back corrugation of centre furnace, riveted to tube plate and welded to furnace. Eight new stays and nuts fitted and pads welded around stay holes where wasted; six cracks welded; 12 tubes renewed.

Port Furnace. Two cracks welded, 20 tubes renewed.

Starboard Furnace. 2 cracks welded, seventeen tubes renewed. Back end shell plate welded in way of five stays. This plate was wasted $\frac{1}{16}$ ".

Starboard Boiler Centre Furnace. Lower part of back plate of combustion chamber cut out and renewed 4' 6" \times 3' \times $\frac{5}{8}$ ".

Twenty two stays renewed, one crack welded, 22 tubes renewed.

Port Furnace. 4 new stays and nuts fitted, and back plate built up by welding on water side, made possible owing to part of shell end plate being cut out for renewal. Twenty four tubes were renewed.

Starboard Furnace. One crack welded and 9 tubes renewed. Shell end plate

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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

RETAIN



Considerable repairs effected to main boilers
on account of wear & tear & boilers tested
The surveyor recommends the repairs
to be again examined on the vessel's
arrival at Home Port.

It is submitted that
this vessel is eligible to
remain as CLASSED. Subject to the
Donkey boiler shell plate inside
at bottom being examined before the
end of 12.26. & the main boiler
repairs examined on arrival
at Home port. C.M.S. =

Lt.
18/12/26

From the Shipping
papers it appears
the vessel has
been lost
at sea



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