

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

(Received at London Office)

-7 JUN 1933

Date of writing Report 19 When handed in at Local Office 6<sup>th</sup> June 1933 Port of Belfast

No. in Reg. Book 68198 Survey held at Belfast Date, First Survey Dec 29, 1932 Last Survey Jan, 10<sup>th</sup> 1933 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Twin Sc. NARRAGANSETT

Tonnage Gross 6874 Net 4731 Vessel built at Barrow By whom Vickers Ltd. When 1920-5

Nominal Horse Power 699 Engines made at Barrow By whom Vickers Ltd. When 1920

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1920

No. of Donkey Boilers 2 Owners Anglo-American Oil Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 1 Managers J. L. Rolfe Port Barrow Voyage

in Donkey Boilers 170 If Surveyed Afloat or in Dry Dock Afloat in open water (State name of Dock.)

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

Last Report No. Port

## Particulars of Examination and Repairs (if any) mech. Dam.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In 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 Yes, Not required.

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

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

Do. " Donkey " " " No.

If this was not done, state for what reasons? Not due for survey

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

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? ☒To what pressure were they afterwards adjusted under steam? ☒Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒, and of the Donkey Boilers? ☒Did the Surveyor examine the drain plugs of the Main Boilers? ☒, and of the Donkey Boiler? ☒Did the Surveyor examine all the mountings of the Main Boilers? ☒, and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? No

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

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

On account of the after section of the port crankshaft having fractured through the forward web of No. 4 Engine on Dec. 12<sup>th</sup> 1932 while on a passage from Baytown Tex. to Belfast resulting in a piece of the crank web breaking away & breaking the bedplate — At the request of the Owners' representative attended on board the vessel and inspected the broken bedplate with a view to deciding whether it should be renewed. Upon inspection a repair was considered impracticable. The vessel has since been laid up and the Owners have not expressed their intentions regarding the carrying-out of repairs.

## General Observations, Opinion, and Recommendation:— This report is issued for the

(State 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, or L.M.C. 9,11, 149 lb., F.P., &c.)

information of the Committee

Survey Fee (per Section 29) £ : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19

Travelling expenses (if chargeable) £ : 19

Committee's Minute

Assigned

FRI. 23 JUN 1933

Deferred

R. Lee Arnold

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 29 DEC 1933  
TUE. 20 FEB 1934Lloyd's Register  
Foundation