

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

(Received at London Office)

4 AUG 1931

Date of writing Report 23rd June 1931 When handed in at Local Office

Port of WELLINGTON

No. in Book. Survey held at CLYDE QUAY WHARF, WELLINGTON Date, First Survey 19th June Last Survey 24th June 1931

(No. of Visits 10)

on the Machinery of the ~~Wood, Iron or Steel~~ STEAMER "ROSERIC"

Gross 4738

Net 3005

Vessel built at PT. GLASGOW

By whom RUSSELL & CO.

When 1910 6-mo

Engines made at GREENOCK

By whom RANKIN & BLACKMORE

When 1910

Main Boilers 2 SB

Boilers, when made (Main) 1910

(Donkey) REFITTED 1931.

Owners BANK LINE LTD

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port GLASGOW

Voyage CHILI

Donkey Boilers 1

Pressure

Main Boilers 180 LBS

Donkey Boilers 100 LBS

Managers A. WEIR & CO.

If Surveyed Afloat or in Dry Dock AFLOAT

(State name of Dock.)

Report No. 86941 Port Nwe

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined? MY DAMAGE REPORT IS ATTACHED HERETO.

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

" Donkey " "

When was not done, state for what reasons? NOT DUE 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?

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

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? NO

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?

Has the 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?

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft NOT SEEN, VESSEL AFLOAT

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

Was this vessel was on her voyage from Newcastle N.S.W. fully loaded for Corral, Chili, and put into

her port on 19th June, 1931 for repairs to her crankshaft, the L.P. forward coupling of which

worked slack at sea apparently through the breaking of some of its bolts. The trouble appears

to be of long standing and due to the cooling sea water playing on the L.P. eccentric finding its

way inside the coupling and creating extensive corrosive action which ultimately weakened the

section of the bolts which resulted in their breaking. For further details see my Damage Report

attached hereto.

boarded the vessel immediately after berthing and examined the crankshaft of the Main Engine

(Triple Expansion) and found that she was fitted with a three (3) throw crankshaft each throw

being a separate unit, the three being coupled together with two (2) couplings each fastened with

six (6) tapered bolts. The Coupling between the Low Pressure and Intermediate Pressure Cranks was

slack and all the bolts were broken with exception of one. The crankshaft was also slightly out

General Observations, Opinion, and Recommendation:—

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 S.L.M.C. 9.11, 140 lb., F.D., &c.)

REMAIN AS CLASSED WITHOUT FRESH RECORD OF SURVEY

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) £ 22 10 : -

Travelling expenses (if chargeable) £ 1 5 : -

Fees applied for

23/6/ 1931

Received by me,

19

Committee's Minute

TUE. 11 AUG 1931

TUE. 20 OCT 1931

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

of alignment being down a sixteenth of an inch ($1/16"$) full on No.1 Bearing (the forward bearing) and one thirty second of an inch ($1/32"$) on No.2 Bearing, the remaining four (4) bearings were approximately correct. The bolts in aftermost coupling (to which the turning gear is attached) were removed examined and found in good condition. The bolts in the slack Coupling were badly corroded and pitted and these actions have apparently caused their fits to slacken in the forward half of the coupling (the nut end) but they remain fairly good in the after half. Some of the bolts had old deep flaws in them and the fractured surfaces resembled tool steel being very close and even in the grain. The bedding faces of the slack Coupling were very badly pitted apparently caused by the sea water used on the Low Pressure Eccentrics finding its way through the bolt holes or between the faces themselves.

I recommended the re-aligning of the main crankshaft the fairing of the pitted bedding faces of the slack Coupling by filing them up in place, the reamering out of coupling bolts holes to largest size and the fitting of a complete set of new bolts (6) and the providing of a new spare set (6) of fitted bolts. On completion of repair Main Engine to be given a test run of a quarter of an hour at half speed and a quarter of an hour at full speed in my presence, either alongside wharf or in Wellington Harbour, before proceeding on her contemplated voyage to Corral, Chili.

The repairs and tests were carried out to my satisfaction and and the main engines of this vessel are now in good condition.

David M. Blair
SURVEYOR TO LLOYD'S REGISTER
WELLINGTON - N.Z.

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



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