Rpt. 9.

No. 86294

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

(Received at London Office 11 OCT 1930 NEWCASTLE-ON-TYNE)

Date of writing Report ____ 19__ When handed in at Local Office 10/10/1930 Port of ____

No. in Reg. Book. 81665 Survey held at Newcastle Date, First Survey 24 July 1930 Last Survey 3rd Oct 1930 (No. of Visits 18.)

on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc "PORT WELLINGTON"

Tonnage { Gross ~~7868~~ 7859. Net ~~4784~~ 4786 } Vessel built at Belfast By whom Workman Clark & Co Ld When 1924-2

Nominal Horse Power } 860 Engines made at " By whom " When "

Boilers, when made (Main) 1924 (Donkey) ✓

No. of Main Boilers 4 SB Owners Commonwealth & Dominion Line Ld Owners' Address (if not already recorded in Appendix to Register Book).

Managers " Port London Voyage

No. of Donkey Boilers ✓ Steam Pressure— in Main Boilers 200lbs in Donkey Boilers ✓

~~If~~ Surveyed Afloat ~~or~~ & in Dry Dock (State name of Dock.) Swan Hunter & Wigham Richardson

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	X marks Assigned now certified.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1		+LMC
Shelter dk well		MS 12.27
freeboard 1.30		BS 1.30
SS Lon No 1-28		CL. 1.30

Last Report No. ____ Port ____

Particulars of Examination and Repairs (if any) B.W. LP Pistons &c

(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 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? ✓

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? Yes

Do. " Donkey " " " ✓

If this was not done, state for what reasons?

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? Yes To what pressure were they afterwards adjusted under steam? 200lbs

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? Yes, and of the Donkey Boiler? ✓

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? Yes, and of the Donkey Boiler?

Has Port screw shaft now been drawn and examined? Yes 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? No

Has shaft now been changed? Yes If so, state reasons Liner scored in way of tube neck ring

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? S & P rewooded

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

Propellers, sea connections & fastenings exam^d & found in order. Port-screw shaft drawn in, liner found badly scored in way of neck ring & neck ring slack. This shaft now placed as spare in the meantime. The new spare shaft marked 328 W.B. 9.11.23 now fitted & new neck ring & gland bush fitted. Port stern bush rewooded. The crank, thrust & tunnel shafting & bearing, all main & auxiliary pumps, pumping arrangements, steering & windlass engines & the machinery in general examined & found in good order. Main steam pipes examined in way of flanges & found efficient. The two main circulating pumps have been renewed.

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 ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery of this vessel is in good condition & eligible, in my opinion, to remain as classed. To have fresh recorded +L.M.C 10.30. + K S.S. now fitted 10.30. (Port) + two L.P. turbines with D.R. gear & hydraulic coupling fitted 10.30.

Survey Fee (per Section 28) +L.M.C. £14 - - Fees applied for 10 OCT 1930 19__

Special ~~Survey or~~ Repair Fee (if any) (per Section 28.) £10 10 - Received by me, 5 11 1930

Travelling Expenses (if chargeable) £ —

Fred. A. Ferguson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 24 OCT 1930 FRI. 27 MAR 1931 FRI. 22 JAN 1932

Assigned +L.M.C. 10.30 FRI. 21 AUG 1931 FRI. 28 AUG 1931

CERTIFICATE WRITTEN 6/11/30

P.T.O.

Note NHP + plro.

(The Surveyor is requested not to write on or below the space for Committee's Minute.)

If so, is the Report sent now, or when will it be sent?

Insert Character of ship and Machinery precisely as in the Register Book.

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

X70-0015(112)

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE Continuation of Report No. 86294 dated 3/10/30 on the

S. S. "Port Wellington."

The Main condensers have been renewed.
Two new oil lubricating pumps have been fitted. Weirs 18" x 9" x 21"
The Main engine cylinders, pistons, slide valves & faces all examined & found in good order.
The shafting has been relined fair throughout.
Two new L.P. turbines (Bauer-Wach) have been fitted to work in conjunction with the existing reciprocating engines & have been recently fitted on board the vessel, tried under full working conditions, found satisfactory.

The main boilers examined in their entirety & a few minor electric welding repairs have been carried out.
The safety valves have been adjusted under steam to working pressure.

Fred. A. Ferguson.

10m.2.29.

L.S. due 2.32 Hels
B.S. due 1.31

Port Screw shaft renewed. All shafting lined up & two (Bauer Wach) L.P. turbines fitted.

It is submitted that this vessel is eligible for THE RECORD. H.L.M.C. 10.30.

Add to Engine notation:-
"& L.P. Turbines with D.R. Gearing & Hydraulic ~~Turbine~~ Coupling."
S(p) 10.30 N
N.H.P. 1067

18/10/30