

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

(Received at London Office)

MON. SEP. 16. 1918

Date of writing Report 4/9/18

When handed in at Local Office 4/9/18

Port of ALGIERS

No. in Reg. Book. 22

Survey held at ALGIERS

Date, First Survey 21/7/18

Last Survey 23/8/18

(No. of Visits)

on the Machinery of the Wood, Iron or Steel steamer "BELLBANK"

Master Hunt

Tonnage

Gross

Net

2093 Vessel built at Middlesbro'

By whom R. Craggs &amp; Sons

When 1901.5

red 296

Engines made at Hartlepool

By whom Richardson, Westgarths

When do.

Main Boilers 2

Boilers, when made (Main)

1901

(Donkey)

1901

Donkey Boilers 1

Owners James Bell &amp; Co

Port Hull

Liverpool

Voyage Italy

Pressure 180lbs

If Surveyed Afloat or in Dry Dock afloat

Boilers 100lbs.

(State name of Dock.)

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

CHARACTER.

X for Special Survey.

Date of last Survey and of Periodical Surveys.

Years

Assigned

Survey

Machinery and Boiler

Surveys

(including date of N.B., if any).

+100.A1.8.16

with freeboard 2.18.

so CFF No 3-4.14.

BS 2.16 10.17.

+LMC 4.14.

T.S. 2.18

Report No. 1085 Port

Particulars of Examination and Repairs (if any)

At surveys, when held, must be reported in detail and serially 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 of 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.

Go 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 not.

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?

Yes

" Donkey "

No

not done, state for what reasons? Captain produced certificate of BS. held at Gibraltar.

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?

No

To what pressure were they afterwards adjusted under steam?

✓

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?

Yes

, and of the Donkey Boiler?

✓

Surveyor examine the drain plugs of the Main Boilers?

NO

, and of the Donkey Boiler?

✓

Surveyor examine all the mountings of the Main Boilers?

No

, 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

✓

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? Complete.

Steamer, with cargo from N. Orleans to Italy, was under repairs for Boiler defects during about one month at Gibraltar, sailed from there 16th. July. at 10.15 a.m. Chief Engineer reports in Log Book at 6.0 p.m. same day patches on furnaces Port & Stbd. Boilers recommenced leaking badly. On 17th. July 12.4 a.m. Engines running with slight thump on M.P. Crank Shaft. Ordered to leave convoy and proceed Oran, where found on examination that M.P. Crank Shaft forward crank web to be slack on shaft. Patches on furnaces continued to leak badly until steamer arrived Algiers 20th. July 9.30 p.m.

Appointed as Surveyor for the Society Mr. J.R. Birch, Chief Engineer of S.S. "ANTENOR", who was assisted by Mr. Dewar Paton, representing the Director Ship Repairs, Paris. The Surveyor reports as follows:-

The general condition of this steamer Hull (as far as visible and as reported) Machinery and Boilers is unsatisfactory and I strongly recommend a thorough examination by Lloyd's P.T.O.

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 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., &c.

to be maintained as at present classed, subject to the Machinery &amp; Boilers being

submitted for general inspection on return of the steamer to the U.K.

Section 29) 21. 0. 0

Fees applied for

4/9/18

or Repair Fee (if any)

Section 29.)

Received by me,

19

Travelling Expenses (if chargeable)

Committee's Minute

TUE. SEP. 24. 1918

Assigned

Deferred for  
14.10.18  
re 1 & 2 repairs

J. R. Birch.  
Chief Eng. S.S. "Antenor"  
Lloyd's Agent

Engineer Surveyor to Lloyd's Register of Shipping.

SURVEYOR APPOINTED BY LLOYD'S AGENTS.

Lloyd's Register Foundation

W 950-0130

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



at the earliest possible opportunity.

The following defects were noted, repaired and/or renewed:-

FOUND.

REPAIRS &/OR RENEWALS.

Forward length of Intermediate pressure Crank Shaft slack 15/1000" in web and working about 1/8" fore and aft.

H.P. & I.P. Crank shafts were transposed including all work in connection therewith on shore or on board.

Four (4) Dowel pins between web and shaft found slack.

Crank shaft tested on surface table, defective dowels removed and after trying in lathe new dowels were fitted and interlocked with screw pins.

Crank Shaft found to be out of line.

Tested and lined up as required and carefully examined.

When fitting eccentric sheaves on shafts found these were all of different ~~dimensions~~ diameters.

All eccentric sheaves sent ashore and turned or machined as necessary.

White metal in H.P. crank-pin bearing had started to run, also slightly in L.P., and several Main bearings.

Oil gutters recut and all bearings cleaned up, rebedded and adjusted.

Adjustment and resetting of Main Engine Slide valves necessary.

Completed as necessary.

No means to remove Crank-shafts ashore except by lifting the whole of Engine room Skylight.

Cut piece out of skylight and refitted with inside butt straps.

About fifty Tubes in Condenser plugged up. Division plate on water side corroded away and cemented and tubes very dirty inside and out.

Removed all defective tubes and fitted solid plugs (brass). Renewed Cast Iron plate. Cleaned tubes & tested Condenser.

Forward Bilge-pump suction valve chest corroded away. Six inch hole in bottom.

Renewed complete. (manifold had to be removed for access.

Main Boiler Blow-down cock on ship's side square broken off and impossible to shut.

First length of main blow-down pipe closed and blank-flanged. New copper connecting pipe fitted from main to winch boiler blow-down cock on ship's side.

Engine Room wood flooring rotten, angle iron bearers and supports corroded away so as to be dangerous.

Angle irons and wood flooring renewed where necessary, also some wooden supports fitted in stokehold.

Ash-cock defective, also pipe to same leaking badly.

Brass plug of cock renewed and pipe repaired and refitted.

Steam pipe to reversing engine cracked and leaking.

Rebrazed, tested and refitted.

Certain spare gear and stores necessary.

Coupling bolts, M.P. Cylinder rings, eyebolts, saw-blades, packing, jointing, rubber valves, bolts & nuts, cotton waste etc. supplied.

Port Furnace of Port Main Boiler. Patch fitted on fire side of furnace leaking badly, several rivets broken, caulking defective and fire bars solid with scale.

Patch cut away and renewed with patch same thickness as furnace. Same fitted on water side of furnace, rivetted up, using same holes, welded up with oxy-acetylene flame and caulked up inside boiler. The whole of the work in connection with the foregoing was done by specially expert labour.

Starboard Furnace of Stbd. Boiler. Patch fitted on fire side of furnace leaking badly, five rivets fractured, caulking defective and the whole furnace a mass of salt, corruptions being plainly visible.

After special survey this patch was cut away and renewed in a similar manner to the other. (For access and to prevent delay, there being no hand-pump or steam aboard, pump from shore was used to empty boiler.)

Several leaky Boiler tubes and some defective caulking.

Tubes re-expanded and caulking touched up as necessary.

These original patches had been fitted with apparently incompetent labour, and, as a sea-going Engineer, I should have refused to have left port with such important repairs as patches on furnaces, where the work had been carried out in like manner.

The whole of the foregoing repairs and/or renewals have been carried out under my direct supervision and to my entire satisfaction, and I consider the vessel to be in a sufficiently sea-worthy condition to continue her voyage.

The repairs were completed on the 23rd. August, when trials under steam were made in my presence. The vessel has remained under banked fires awaiting escorts from then to 3 p.m. this day, 4th. September, and no leakage in boilers is visible.

N.B.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Machinery and boiler repairs.  
It is submitted that  
this vessel is eligible to  
remain as CLASSED, subject to the  
machinery and boiler being examined  
on arrival at the U.K.

1/11/18  
16/9/18  
R.R.



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Foundation