

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

Date of writing Report

When handed in at Local Office

(Received at London Office)

No. in
Reg. BookSurvey held at **Liverpool.**

Date, First Survey

Port of **LIVERPOOL.**

Last Survey

(No. of Visits)

1905on the Machinery of the ~~Wreck~~ **Steel****"COLLEGIAN".**

Tonnage

Gross **7886**Net **4934**Vessel built at **Haverton Hill-on-****Tees.**By whom **Furness S.B. Co. Ltd.,**When **1923**Month **1**Nominal
Horse Power**1010**Engines made at **Middlesbrough.**By whom **Richardsons Westgarth**When **1923**

No. of Main Boilers

4

Boilers, when made (Main)

1923

(Donkey)

No. of Donkey Boilers

-Owners **Charente S.S. Co. Ltd.**

Owners' Address

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

Steam Pressure

190Managers **T. & J. Harrison.**Port **Liverpool.**

Voyage

in Main Boilers

190

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

afloat,**Langston**Last Report No. **12986** Port **Inch.**Particulars of Examination and Repairs (if any) **Insy. Exam.**

Periodical Surveys, when held, must be reported in detail and serially 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?

No damage reported

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

No

"

"

Donkey "

"

"

None

If this was not done, state for what reasons?

Boilers 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?

State latest date of internal examination of each boiler

Present condition of funnel

Efficient

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 Boilers?

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

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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 date of examination of Screw Shaft

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

How done. Examined HP Turbine rotor & casing.

Rotor removed ashore for cleaning & examined at repairers works. The rotor journals were found somewhat worn & pitted. These have now been skimmed & carbon packing boxes partially modified to suit reduced diameters of journals.

2nd stage ahead diaphragm nozzle plate found extensively wasted. Remainder of diaphragm nozzle plates found somewhat wasted. It was recommended that a new 2nd stage ahead diaphragm nozzle plate be fitted.

Subsequent to this examination it was stated by **Over**

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, & L.M.C. 9,11, or *L.M.C. 140 B., F.D., &c.)

This report is forwarded for the information of the Committee

Survey Fee (per Section 29)

EXAM. 2

Special Damage Repair Fee (if any (per Section 29.)

£ 6 6 0

Travelling expenses (if chargeable)

£ :

Fees applied for

212 JAN 1943

Received by me,

10

Committee's Minute

Assigned

As now Subject.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 16 JAN 1943

Lloyd's Register

Foundation

Con^{ta}

the owner's superintendent that this vessel has been sold as scrap. No further repairs have been carried out at this time, & the HP. Turbine rotor has been placed on board the vessel but not fitted in place.

It is understood that this vessel is being towed from this port to Milford Haven for breaking up.

J. G.

RETAI

It is stated in the report that the vessel is being towed to Milford Haven to be broken up.

It is submitted enquiry be made of Milford Haven Surveyor & further action agreed

13/1/48



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