

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

MAY 1943

Date of writing Report 30th April 1943 When handed in at Local Office 30th April 1943 Port of Southampton  
 No. in Survey held at Southampton Date First Survey 23rd October 1942 Last Survey 19th April 1943  
 on the Machinery of the Wood Iron & Steel V. S. S. "Ascania" (No. of Visits 55)

Gross 14013 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ltd. Year 1925 Month 5  
 Net 8437 Engines made at - By whom - When 1925  
 Nominal Horse Power 1640 Boilers, when made (Main) 1925 (Donkey) ✓  
 of Main Boilers 2 Owners Cunard White Star Ltd. Owners' Address -  
 of Donkey Boilers 2 Managers ✓ (if not already recorded in Appendix to Register Book)  
 Steam Pressure 220 lb. Port Liverpool Voyage Government Service  
 Main Boilers 220 lb. ✓ Surveyed Afloat ✓ in Dry Dock ✓ Y.A.A. & Ocean Dock  
 Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER, for Special Survey Date of last Survey and of Periodical Survey.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1. Shell &amp; dk. with fireboard.</u>	<u>9.39</u>	<u>4.38</u>
<u>S.S. hr 4.3 - 4.38</u>		<u>4.38</u>
		<u>5.2.39</u>
		<u>fuel 5.25 FR above 150°F</u>

Particulars of Examination and Repairs (if any) None.  
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 the initials of any letters respecting this case.

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.

A damage report made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey

Is was not done, state for what reasons

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?

Latest date of internal examination of each boiler 22nd December 1942

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

Has the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has the 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 the shaft now been changed?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Date of examination of Screw Shafts 18/1/43 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Unwound

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

Has the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

and placed in dry dock. The propellers after end of stern bushes and the fastenings of the sea connections examined. Sea cocks & valves opened up ground in, examined & repacked. Screw shaft drawn in and examined. Stern bushes & woodwork. New propellers fitted.

The L.P. Turbines opened up and the casings found to be considerably eroded. Turbines removed.

Worms stripped, bored & relined. Rotors stripped, trued up and relined. The Port A.P. turbine with its

and bearings opened up and examined. Port main bearing opened up & examined. The Intermediate

driving bearings opened up & examined. The main & auxiliary condensers. Pumping arrangement

culating. Used Bilge Extraction. Drain Ballast & Waste Pumps opened up, overhauled and made

The two Electric Generators, Turbines, bearing, circuits, switchboards and tandem breakers & switches

examined and megger tested. The main & auxiliary steam pipes examined as far as practicable and

General Observations, Opinion, and Recommendation:—The machinery of this vessel as far as seen

is in good working condition and eligible in my opinion to remain as classed and to have the notation of

MS 4.43 and 1.43 and 35.12.42 made in the Register Book

1568 dated 26th October 1942

£15:0:0 Fees applied for

£4:0:0 Fee (if any)

£5:0:0

Received by me,

19

FRI. 4 JUN 1943

MS 4.43 35.12.42

CERTIFICATE WRITTEN

002079-002084-0100

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

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



and arrangements made for them to be tested next year in conjunction with the Surveyors to the Ministry of War Transport  
lubricating Oil Pumps and Coolers. Oil burning arrangement & Pumps opened up and overhauled.

Note: It was ascertained from the Chief Engineer's log Book that the Admiralty Surveyors had examined the Starboard main bearing in line the main Thrust shaft with their bearings, and the Starboard Outlet in March 1942. In the circumstances prevailing it is examinations might be considered as meeting the requirements.  
Repairs: Both L.P. turbines & rotor rebladed. All manoeuvres opened up & re-conditioned. Port turbo-generator: all bearings overhauled & partly reworked. Starboard turbo-generator: re-conditioned. New Impeller shaft fitted to starboard main engine. Extractor & drain pumps sent to makers for overhaul & re-conditioned. Condenser partly re-tubed.

Lodds Oil Fuel control valves and Burners together with new furnace fronts and accessories now fitted.

The Boilers with their doors, plugs & mountings opened up and examined. About 200 tubes removed in Starboard boiler. Mountings overhauled and minor repairs carried out. The Safety valves adjusted under steam pressure.

The Pumping arrangement to the Deep Fresh Water Tanks frames 135-147, has been fitted in accordance with the approved plans and the Rules; On completion it was tested under working conditions and proved satisfactory.

12