

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 or Steel V. S. S. "Ascania" (No. of Visits 55)

Gross Tonnage 14013 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ltd. Year 1925 Month 5
 Net Tonnage 8437 Engines made at - By whom - When 1925
 Nominal Horse Power 1640 Boilers, when made (Main) 1925 (Donkey) ✓ When 1925
 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 ✓ or in Dry Dock ✓ Y.A.A. & Ocean Area

Previous Report No. - Port -

Particulars of Examination and Repairs (if any) Nil.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the date and 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.

Has 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

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

Was an internal examination of the Boilers 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 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lb.

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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? ✓

Were screw shafts 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? ✓

Has the shaft now been changed? No 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? ✓

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 Wooded

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done Complete

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 swamined & repacked. Screw shaft drawn in and examined. Stern bushes & wooden. New propellers fitted.

The L.P. Turbines opened up and the casings found to be considerably eroded. Turbines removed & were stripped, bored & reladed. Rotors stripped, trued up and reladed. The Port A.P. turbine with its bearings opened up and examined. Port main bearing opened up & examined. The Intermediate & Long bearings opened up & examined. The main & auxiliary condensers Pumping arrangement & oiling. Used Bilge Extraction Arain Ballast & Miss Pumps opened up, overhauled and made good. The two Electric Generators, Turbines, bearing, circuit switchboards and tandem breakers & switches examined and megger tested. The main & auxiliary steam pipes examined as far as practicable and found 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.

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 30/4/43

£ 4 : 0 : 0 Fee (if any)

£ 5 : 5 : 0 Received by me, 19

FRIDAY 4 JUN 1943

MS. 4.43 35.12.42

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

© 2020 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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years and months expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A.1. Shell dk with fireboard.	9.39	1.38
S.S. Air 4.3 - 4.38		3.39 4.43
		4.38
		7.8.38
		5.2.39
		fuel 5.25FP above 150°F



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 bearing 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 & water sealed. All manholes
opened up & re-conditioned. Port turbo-generator: all bearings
overhauled & partly renewed. Starboard turbo generator
re-conditioned. New Impeller shaft fitted to starboard main
shaft. Extractor & drain pumps sent to makers for overhaul & re-
condenser partly re-tubed.

Yard's 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 Wash 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.

M



© 2020

Lloyd's Register
Foundation