

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

(Received at London Office.....)

Date of writing Report 20th May 1944 When handed in at Local Office 22-5-44 Port of GL A S GO W.
 No. in Reg. Book. 28012 Survey held at GL A S GO W. Date First Survey 7.1.44. Last Survey 20. 5. 1944.
 (No. of Visits 18)

on the Machinery of the Wood, Iron or Steel Twin Sc. "LADY CONNAUGHT"
 Tonnage { Gross 1686 Vessel built at BELFAST By whom HARLAND & WOLFF LTD. When 1912 2
 Net 655 Engines made at -do- By whom -do- When 1912
 Nominal Horse Power 792 Boilers, when made (Main) 1912 (Donkey) -
 No. of Main Boilers 2 DB Owners British & Irish Steam Packet Co. Ltd. Owners' Address -
1 SB Managers - Port LIVERPOOL Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Elderslie Wharf and No. 2 Dry Dock.
 Steam Pressure in Main Boilers 195 (State name of Dock.)
 in Donkey Boilers -

Last Report No. - Port -
 Particulars of Examination and Repairs (if any) Docking, B.S. and new generator.

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?

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

Did 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?

State latest date of internal examination of each boiler 14.2.44 Port & Stbd. double ended blrs.
21.3.44 Fwd. sing e ended boiler

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 195 lbs/sq. inch.

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? - and of the Donkey Boilers? -

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

Has the screw shaft now been drawn and examined? No. 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? Yes

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 O.G. Tested

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

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

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

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

At the Owners' request the B.S. was carried out with a view to keeping the Annual Boiler Survey

and Ministry of War Transport passenger survey in line.

FOR B.S.:- All boilers examined internally and externally together with their safety valves,

mountings and doors and placed in good order. Oil fuel installation, together with oil discharge

pipes and deck control valve gear examined under working conditions and found in good order.

Repairs due to wear and tear:- Port double ended boiler

11 Tubes expanded 30 C.C. stays renewed.

3 Plain tubes in fwd. 44 Girder stays renewed.

starp'd low box renewed. 5 C.C. stays caulked and nuts renewed.

Main stop valve seat renewed. 14 Rivets set up.

General Observations, Opinion, and Recommendation:- This machinery is in an efficient condition

(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 lb., F.D., &c.)

and eligible in our opinion to remain as classed with fresh record of B.S. 5,44 and without special

condition regarding stepped tubes in both double-ended boilers.

Survey Fee (per Section 29) B.S. £ 6 : - : - Fees applied for

ELECTRICAL £ 6 : 6 : - 30 MAY 1944

Special Damage or Repair Fee (if any) (per Section 29) £ : : -

LICENCE CASE £ : : - Received by me, 19.

Travelling Expenses (if chargeable) £ : : -

Committee's Minute GLASGOW 30 MAY 1944

Assigned LS. 5.44

without spl. cmd.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

002151-002156-0086

2828

3 existing sludge doors on the forward end plate secured by electric welding.

STARBOARD DOUBLE ENDED BOILER:-

- 26 C.C. stays renewed.
- 72 Girder stays renewed.
- 76 Plain tubes and 1 stay tube renewed in aft starboard high box.
- 53 Plain tubes and 2 stay tubes renewed in aft starboard low box.
- 4 plain tubes renewed in aft port low box.
- 76 Plain tubes and 2 stay tubes renewed in aft port high box.
- Main stop valve seat renewed.

3 Existing sludge doors on the forward end plate secured by electric welding.

Both Double Ended Boilers. The renewal of tubes includes the outstanding item of stoppered tubes

FORWARD SINGLE ENDED BOILER:-

- 42 C.C. stays renewed.
- 25 Girder stays renewed.
- 2 Plain tubes renewed in starboard high box.
- 15 Plain tubes renewed in port low box.
- 40 Tubes expanded in starboard low box.

NOTE:- At this time an additional steam driven generator Matthew Paul Engine No. 1990 7" x 10" was fitted in the engine room (starboard side aft).

Safety valves adjusted under steam.

ELECTRICAL INSTALLATION:-

A 40 Kws. - 365 amps - 110 volts - 480 R.P.M. - Steam engine driven generator by Campbell Isherwood, Serial No. 16147 has been added to the installation. The generator was given a full load heat run in the repair shop after overhaul and temperature rises measured. This set operates in parallel with the 2 existing 30 Kws. sets. Hospital ward accommodation wired with covered V.I.R. cable and all new fittings installed.

On completion of the foregoing the whole installation was examined and megger tested in working conditions. Generators examined, parallel operation tested, circuit breakers tested, governors tested, all cables and fittings examined. All found to be satisfactory.

Noted.
Without special conditions.

2/6
5/10/44



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