No. 131232

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

(Received at London Office 19 JUL 1950)

...f writing Report 3.7.50 19 When handed in at Local Office -5 JUL 1950 19 Port of LIVERPOOL

...k. Survey held at Birkenhead Date. First Survey Ap 11th Last Survey June 16th 1950 No. of Visits 26

...on the Machinery of the ~~Wood, Iron~~ or Steel SS PROSPECTOR

...Gross 6205 ...Net 3647 ...al ...wer 524 ...n Boilers 2 D. ...key Boilers 1 ...ssure— Boilers 210 ...ey Boilers 120

Vessel built at Port Glasgow. By whom Lithgows Ltd. When Year 1944 Month 1

Engines made at Glasgow. By whom D. Rowan & Co. Ltd. When 1944

Boilers, when made (Main) 1944 (Donkey) 1944

Owners Charente S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers T. & J. Harrison. Port Liverpool. Voyage

~~Surveyed Afloat~~ & in Dry Dock Cammell Laird & Co. (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 Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1 8,49.		✠LMC 2,48.
SS.LEV.2,48.		BS 1,50.
		TS CL 3,47.

...port No. ... Port

...ars of Examination and Repairs (if any) Docking, T.S., Oil Conversion

...Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the ...pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on ...Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides ...ed in the body of the report, should be briefly summarised at the end of the report. State also the dates and ...any letters respecting this case

...ases where the Surveyor has not made a special damage report he is required to state whether he offered his ...s for this purpose, and why they were declined None reported

...ge report made by anyone else? If so, by whom? ✓

...veyor personally go inside each Main Boiler separately and make a through examination at this time? No

" Donkey " " " ✓

for what reasons Not due What parts of the Boilers could not be thus thoroughly examined?

...l means, in the absence of internal examination, were adopted by the ... to assure himself of the thorough efficiency of those parts of each Boiler?

...date of internal examination of each boiler ✓ Present condition of funnel Good

...veyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam?

...veyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

...eyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

...veyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers?

...eyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers?

...w shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

...w been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

...ed oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 17.4.50 State the wear down in the ...h Good fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

...lation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

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

...essel in drydock: the propeller, sea valves and fastenings examined. ...crankshaft drawn and examined and found in good condition. ...one half of stern-bush rewooded. ...Main condenser tested. Minor repairs effected.

...RSION TO OIL BURNING.

This vessel has now been converted to oil burning (from coal) in accordance with the approved plans (see also ship report). The boilers have now been fitted with Wallsend-Howden fronts (both main and donkey) undersides insulated, also drip-trays fitted. New and altered pipes and fittings tested.

(Continued)

Observations, Opinion, and Recommendation.—

...ate 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ...140 lb., FD, &c.)

...BS 3,34

The Machinery of this vessel is eligible in our opinion to remain as ...ed with notation of TS(CL) 4.50. Fitted for oil fuel ...bove 150°F. 6.50.

TS ...per Section 29)	£ 3 : 0 : 0	Fees applied for 13 JUL 1950
...NVERSION ...Repair Fee (if any) (per Section 9.)	£ 31 : 10 : 0	Received by me, ...19
...penses (if chargeable) Late attend	£ 3 : 0 : 0	

18 JUL 1950

H.C. Lilley
C.A. Bedford
for J. Dobbie
Cm Reed + self. H. Lloyd

Engineer Surveyor to Lloyd's Register of Shipping.

G. Leckenby

...'s Minute

Ashow.

T.S. 4.50.

B.

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

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

LIVERPOOL

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Port of LIVERPOOL Continuation of Report No. 131232 dated 16/6/50. on the

PROSPECTOR

Hot oil system examined under hydraulic test of 440 lb/□"--
Filling, transfer, suction & discharge lines tested.
Trays fitted under filters.
A Wallsend O.F. unit No. F. 1702 installed in engine-room, with heater and two pumps (No. 205425 and 221642. Lloyds test 30.1.48), 'Comyn' Separator No. 498, an additional O.F. transfer pump Weir's No. 239481 (Eng. room), together with the necessary pipes, fittings & strainers.
A steam raising set, with hand pump provided.
Extended spindles and quick release gear installed as per rules, and tried under working conditions.
The necessary spare gear supplied.
Heating coils and observation tank fitted.
Perforated steam pipes (steam smothering) fitted under boilers, also Foamite extinguishers in each stokehold, sand & hose connections.
Bilge and ballast pipes in stokehold altered & renewed in galvised steel.
The necessary alterations to piping carried out.
The main engines & pumping arrangements tried working.
Oil burning & fire fighting plant tried under working conditions.

A. W. Reed.

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