

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

(Received at London Office

17 MAY 1950

-9 MAY 1950

Date of writing Report 3.5.50

When handed in at Local Office

Port of

Liverpool

No in Reg. Book. Survey held at Birkenhead.

Date.

First Survey 14 Feb

Last Survey 28 April 1950

(No. of Visits 29)

07434 on the Machinery of the Wood, Iron or Steel S.S. DOTTEREL

Tonnage Gross 1522

Net 563

Nominal Horse Power 361

No. of Main Boilers 3(Spt)

No. of Donkey Boilers -

Steam Pressure in Main Boilers 220

in Donkey Boilers -

Vessel built at Dundee.

Engines made at Glasgow.

Boilers, when made (Main) 1934

Owners British & Continental S.S.Co.Ld

Managers -

Surveyed Afloat & in Dry Dock Cammell Laird & Co. (State name of Dock.)

By whom Caledon S.B. & E.Co.Ltd.

By whom A. Stephen & Sons Ltd.

(Donkey) -

Owners' Address -

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

Port Liverpool. Voyage

Year. Month.

When 1934 2

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 with Fbd.		*LMC 2, 46.
3, 49.		BS 3, 49.
SS.DUN.No.3-2, 46.		TS OG(N) 10, 47.

Carrying fuel oil etc. about 150 F
independently in no
double bottom tank.

Last Report No.

Port

Particulars of Examination and Repairs (if any) O.F. Conversion, BS, Donkey.

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.

a 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 through examination at this time?

" " Donkey " " "

If not, 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?

State latest date of internal examination of each boiler.

Present condition of funnel.

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

stern bush.

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?

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

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

the following items remain to be examined as opportunity affords:-
Main engine cylinders, pistons, valves & chambers, main and auxiliary steam pipes

Now done: Part MS. Examined the crank, thrust and tunnel shifting, with top & bottom ends & bearings, main & aux. Condensers, the crossheads & eccentrics, windlass & steering engine, reversing engine, feed pumps, bilge, ballast and G.S. pumps, oil bilge pump (ex Ashpump), F.W. pump, circulating pump & engine, outboard dynamo engine, (Inboard dynamo & engine renewed), & pumping arrangements, the attached pumps. The propeller and sea valves examined. New oil fuel unit, transfer pump & fitted. Screw shaft examined.

CONTINUED.

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, BS 9.11, B&MS 9.11, *LMC 9.11 or *LMC 140 lb., FD, &c.)

The Machinery of this vessel is eligible in our opinion to remain as classed, with fresh record of *LMC 4.50 on completion, and BS 4.50, TS (OG) 3.50 now. With special condition regarding inboard dynamo.

Notation: Fitted for oil fuel FP above 150°F. 4.50.

Survey Fee (per Section 20)

*LMC 24.0.0

*TS 2.0.0

Special Repair Fee (if any) 31.10.0

Electrical Equipment Survey 28.0.0

Travelling expenses (if chargeable)

Fees applied for

10 MAY 1950

Received by me,

19

Committee's Minute

LIVERPOOL 16 MAY 1950

Assigned

Deferred for Completion

B.S. 4.50. T.S. 3.50.

C. R. Zed H. A. Haffner
G. R. Haffner
Engineer Surveyor to Lloyd's Register of Shipping.

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DOTTEREL

BS. All boilers examined throughout with superheaters, mountings and doors. Afterwards examined under steam, safety valves adjusted as above. A satisfactory accumulation test carried out. Oil burning & steam smothering apparatus examined under working conditions.

CONVERSION TO OIL BURNING.

This vessel has been converted from coal to oil burning, in accordance with the approved plans (see also ship report).

The boilers fitted with "Clyde" oil burning fronts, undersides insulated, also drip trays & "Diamond" soot blowers. New and altered pipes & fittings tested.

Oil pressure pipes afterwards tested in place & 400 lbs/sq inch.

A new "Clyde" oil fuel unit No. G.2891, Installation No. 4057, with heater and pumps (No. 208947/8) fitted, together with a "Victor" oil separator No. 669, and strainers.

A steam raising set, with hand pump, fitted & tried.

An additional oily bilge & transfer pump fitted, (Lamont 6x6x6 No. 21860. 11gals test 27.3.50. RSE) in boiler room, together with another pump (ex Ash pump) converted for transfer duties.

Extended spindle and quick release gear installed as per rules, & tried under working conditions.

The necessary spare gear supplied.

Heating coils and observation tank fitted.

Perforated steam pipes (steam smothering) fitted in the boiler room & engine room, also "Phonene" extinguishers, sand etc., and hydrants.

Bilge and ballast pipes & stokehold renewed in galvanneal steel. Stokehold bilges isolated from the fuel & ballast pumps.

The necessary alterations to piping carried out. The main engines, auxiliaries and pumping arrangements examined working.

Oil burning & fire extinguishing apparatus tried working.



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DOTTEREL

REPAIRS:

Boilers: Diamond blower fitted.

Tubes expanded & seams caulked.

Superheaters overhauled, new elements as required.

For'd boiler: centre backtube plate knuckle built up,
one tube renewed.

Minor repairs effected.

Auxiliary condenser: new door and water-end fitted.

Inboard Dynamo removed: complete new dynamo
and engine fitted. Sunderland Forge Eng η : 40.222
16 1/2 KW. Dyn η : 40.223.

Steering gear: valve spindles renewed, & piston rod skinned.

Screw-shaft drawn & examined, placed in lathe,
skinned up where rough & wasted, refitted.

Windlass: crank shaft removed to shop, eccentric sheaves
skinned, adjusted.

Man-engine LP bottom end re-settled.

Independent pumps removed to shop, overhauled,
parts renewed as necessary, & refitted.

Minor repairs effected.

Boilers hydraulically tested to approx. 300 lbs/sq. in.

Electrical Equipment.

C. Reed

Installation examined & tested under working conditions.

Insulation list carried out. One original generator engine removed from
vessel & replaced by a new 16 KW machine. Generators tested and found
satisfactory. Makers test certificates attached hereto.

Repairs. Low insulation faults located & removed. Minor repairs effected
to wiring & fittings throughout vessel.

4/5.



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