

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

(Received at London Office 28 JUL 1948)

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of LIVERPOOL
 No. in Survey held at Birkenhead. Date. First Survey 30/4/48 Last Survey 14/6/1948
 Reg. Book. (No. of Visits.....21.....)

37543 on the Machinery of the Wood, Iron or Steel "THE LIDOMUS".

Tonnage { Gross 10643 Vessel built at Portland. By whom Kaiser Co. Inc. When 1944
 Net 6803 Engines made at Lyn. Mass. By whom General Electric Co. When 1944
 Nominal 1485 Boilers, when made (Main) 1944 (Donkey) -
 Horse Power }
 No. of Main Boilers 2 WT Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address
 No. of Donkey Boilers - (if not already recorded in Appendix to Register Book.)
 Steam Pressure - Port London Voyage
 in Main Boilers 500
 in Donkey Boilers 464 (Spt) Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Birkenhead & Clovers.

ast Report No. - Port -
 particulars of Examination and Repairs (if any) L.M.C. RPRS.

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.....

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? None.

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

" " Donkey " " " " -

ot, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

at 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? -

the latest date of internal examination of each boiler Port & Starbd. 12/5/48.

the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 465/500 lbs.

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? -

the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

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

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

shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft not examined. State the wear down in the

ern bush 5/32" Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

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

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

to Complete L.M.C following items to examine:- Condenser, Fuel oil service and transfer, lubricating oil, atmospheric drain pumps, evaporators and feed pump, Port service Turbo generator, air compressors (boiler combustion control) Steering engine, windlass, thrust and propulsion motor shafts & beams - ~~LOW DONE~~ Vessel in dry dock, propeller, after end of stern bush, sea connections and their fastenings examined. Main and auxiliary turbine casings, motors, shafts, gearing and bearings, main & auxiliary circulating bilge and general service pumps, main turbo and reciprocating ^{FEED PUMPS} lub. oil coolers and ^{CONDENSERS (TESTED)} pumping arrangements examined. Boilers examined internally, externally, doors, caps their fastenings, mountings and safety valves adjusted under steam. Oil burning control gear and fire fighting in order. REPAIRS. Main Turbine - spare bearings fitted, protecting clips fitted to struts in exhaust casing (where eroded). Main circulating pump - new impeller and shaft, Bilge and G.S. Pump shafts skimmed and rebushed, both turbo feed pumps casings welded where eroded, aft impeller shaft overhauled and forward renewed. Main condenser 130 tubes renewed, main injection valve chest (previously fitted with cement box) now reinforced with steel plates to strengthen box - to be specially examined at next LICENCE CHECKED AND VERIFIED. docking. P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as now seen is in good

(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 or LMC 9,11 or LMC 140 lb., FD, &c.)

condition and eligible in my opinion to have notation L.M.C6,48 on completion of the survey, subject CS 3,34,

to main injection valve chest being specially examined at next docking, generating tubes of starboard boiler and air heater tubes of both boilers being dealt with at first opportunity. AND SPARE GEAR

TO RULE REQUIREMENTS AND WITHOUT CONDITION RE FLAMEPROOF ELECTRIC FITTINGS IN CENTRECASTLE.

CLASSIFICATION LMC Survey Fee (per Section 23) £100:0:0 Fees applied for 20 JUL 1948
 Special Damage or Repair Fee (if any) £15:15:0
 (per Section 23.) 880
 UNDAIRATE ATTENDANCES 880
 Travelling expenses (if chargeable) £
 Received by me, 19

Committee's Minute LIVERPOOL 27 JUL 1948

Assigned As now 356.48

Subject Subject.

W. J. Butler
 Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register Foundation

REPAIRS (CONTD).

Air heater tubes (thinned and holed) removed from both boilers and tube plates blanked on starboard boiler generating tubes (4 rows) specially examined (see letter). It was not found possible to obtain delivery of the necessary tubes and it was recommended that these tubes be renewed at first opportunity. Superheater outlet valve and seat renewed. Klinger type cocks fitted to M.G.'s on both boilers. Main and auxiliary machinery and pumping arrangements tried under working conditions.

M.B. With the exception of thrust pads, intermediate shaft coupling bolts and propeller, the spare gear is to requirements. It is understood that these items are on order.

S.R.L. Spare gear still incomplete - see report.

ELECTRICAL EQUIPMENT. Propulsion Equipment examined and tested. Insulation test carried out. Main alternator and Propulsion motor opened up, examined, generally cleaned, ship rings skimmed, brush gear overhauled. Auxiliary generating and exciter sets overhauled and cleared. Ampledyne sets removed to works, thoroughly overhauled, one armature rewound, Main switchboard overhauled all circuit breaker arcing tips cleaned up or renewed. General installation (lighting & power) examined and tested. Motors and control gear generally overhauled and made good as necessary. Wiring overhauled, low insulation faults located and removed. Wiring in centre castle tween deck space stripped out, portable connections removed and space rewired and fitted with flameproof lighting fittings to Rule requirements. A 75 k.w. (93.7 K.V.A.) emergency generator has been installed at this time and coupled to existing control panel. Please see First Entry Reports 4d and 13 attached. All equipment tested and found satisfaction.



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