

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

(Received at London Office)

Date of writing Report 19th May 1944 When handed in at Local Office 19th May 1944 Port of Southampton

No. in Reg. Book 36220 Survey held at Southampton Date First Survey 6th August 1943 Last Survey 11th May 1944
 (No. of Visits 52)

on the Machinery of the Woolston or Steel Vin S. "Worcestershire"

Tonnage { Gross 11402 Vessel built at Glasgow By whom Fairfield Co. Ld. Year. Month. 1931 - 2
 Net 4126 Engines made at Do- By whom -do- When 1931

Nominal Horse Power 2196 Boilers, when made (Main) (Donkey) 1931

No. of Main Boilers 1 Owners Billy Line Ld Owners' Address (if not already recorded in Appendix to Register Book)
 No. of Donkey Boilers 1 Managers Billy Bros & Co. Port Liverpool Voyage Government Service

Steam Pressure in Main Boilers 120 lb 120 lb Surveyed Afloat in Dry Dock Ocean Dock & 106 Arg. St. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and seriatim 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. S 6-4-44)

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?

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

If 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. 24 April 1944 Present condition of funnel(s) Good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 110 lb (Common)

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? Part only 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? No

Has 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?

State date of examination of Screw Shaft 4th April 1944 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 5 1/8 P 1/4

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

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

Vessel 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 and repacked. The starboard screw shaft drawn and found in good condition. Stern bush guard ring dressed up and fastened. (Port screw shaft examined at Colombo 2-43)

The cylinders, liners, piston covers, valves valve gear, rods cooling water pipes & connections, top and bottom end bearings & pins, thrust & thrust shafts and bearings, main & auxiliary air compressors with their component coolers & pipes, air receivers & bottles, water & lubricating oil coolers, Turbo scavenging blowers, fuel pumps & operating gear opened up examined & made good. The pumping arrangement examined Bilge circulating sanitary oil fuel transfer pumps opened up examined & overhauled. Lubricating Oil and Daily General Observations, Opinion, and Recommendation:—

The machinery of this vessel as far as seen is in good working condition and eligible in our opinion to remain as classed and to have the notations of L.M.C. 5.44 ABS 5.44 and U.S. 5.44 made in the Register Book

License No. 1706. DATED 9th June, 1943.

Survey Fee (per Section 29).....	£16 : 0 : 0	Fees applied for <u>19/5/1944</u>
Electric Equipment Alterations Special Damage or Repair Fee (if any) (per Section 29.).....	£20 : 0 : 0	
Travelling expenses (if chargeable).....	£	Received by me, <u> </u> 19..

Committee's Minute THURS 8 JUN 1944

Assigned + L.M.C. 5.44
Star 4.44 ABS 5.44

CHARACTER.	Years since last survey	Machinery and Boiler Surveys (including date of N.B., if any).
100 A.1	11.39	U.S. 5.35
		2.38
		ABS. 6.39
s.s Bkn 47-35		U.S. 9.12.38
		3.11.39

OR ENGINES CONTINUOUS SURVEY

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

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



Twin S.S. "Worcestershire"

~~Some~~ oil fuel and settling tanks and their mountings examined.

The Auxiliary Generator engines opened up and examined in their entirety together with the Dynamos.

The Donkey Boiler with its doors & mountings, feed & auxiliary pumps and condenser, opened up and examined; its safety valves afterwards adjusted under steam as above noted.

The Electric Equipment including Motors, Switchboard & mountings, Emergency Dynamo examined throughout and megger tested.

On completion of the overhaul the main & Auxiliary machinery was tried under working condition and found satisfactory.

Repairs

2 main pistons and a number of rings renewed, 8 Crosshead pins trued up and brasses reinstalled, 4 bottom end bearings reinstalled, 5 main bearing lower brasses reinstalled on Starboard engine and 8 on Port, new liners fitted to H.P. stage of main compressors and piston rings renewed. All holding down bolts hardened up. Main cylinder liners removed and tubed scaled & coated. Water passages in covers and exhaust manifolds scaled and coated.

Auxiliary Generators: 4 liners renewed in No. 3 in No. 2 and one in No. 3. Piston & grooves trued up and rings renewed. These engines have been converted to Airless Injection by Messrs. W. H. Allen & Co. Ltd.

One bearing of Turbo Blowers reinstalled. Both armatures overhauled and reconditioned by the makers.

An additional Sanitary Pump supplied & fitted (see "Georgic")

Additional new Fresh Water Pump supplied & fitted. Pumping arrangement to keep Fresh Water Tanks as approved plan.

The Electric Equipment throughout overhauled and altered to suit the new arrangements of Group spaces & store rooms. Motors throughout overhauled and tested. The Governors and Circuit Breakers tried for overpass and load and found satisfactory.

Wm. Conway



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Foundation