Rpt. 9. No. 24784.

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

(Received at London Office 14 APR 1958)

Date of writing Report 11.4. 19 58 When handed in at Local Office 11.4. 19 58. Port of SOUTHAMPTON.

No. in Reg. Book. Survey held at PORTSMOUTH. Date. First Survey 8.4. Last Survey 9.4. 19 58. (No. of Visits 2)

29886 on the Machinery of the ~~Hxxxxxxxxx~~ Steel Sc. "SUNFLEET".

Year. Month.

Tonnage { Gross 939 / Net 487 — Vessel built at Newcastle. By whom Hawthorn Leslie & Co.Ld., When 1929 10

As Per Rule — Engines made at Sunderland. By whom G. Clark Ltd., When " "

No. of Main Boilers 1 — Boilers, when made (Main) 1929 (Donkey)

" " " — Owners Ouse S.S.Co.Ld., Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - — Managers E.P. Atkinson & Sons, Port Goole. Voyage Grimsby.

Steam Pressure— Surveyed Afloat ~~xxxxDrydock~~ Rudmore Wharf. (State name of Dock.)

Main Boilers 180 lbs.

Donkey Boilers -

Last Report No. 33213 Port Dunk

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL	MACHINERY
+ 100A1	+ LMC.
SS.CFF(Dr)12,54.	ES. 12,54.
DS. 8,57.	MBS. 9,57.
	TS.CL.8,57N
	sps. 12,54.

Particulars of Examination and Repairs (if any) BOILER REPAIRS.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 numbers of any letters respecting this case.

In 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 Offered - not required.

Has any report made by anyone else? If so, by whom? Salvage Association Surveyor.

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

" Donkey " " "

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

What 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?

Date of internal examination of each boiler Present condition of funnel(s)

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?

SURVEY CONFINED TO BELOW.

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

Has the shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

Is approved oil retaining appliance fitted at the after end? State date of examination of screw shaft State the wear down in the 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?

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey it will be necessary to renew all pitted and wasted plain boiler tubes. The vessel has proceeded to Grimsby where, it is stated, this will be done. The Surveyors there have been advised.

DAMAGE stated to have been sustained on the 5th April, 1958, through failure of a boiler tube while on voyage from Dunkirk to Portsmouth.

REPAIRS DONE.

Boiler tubes examined internally and externally as far as practicable. All plain tubes found generally wasted. One tube in port nest on 5th row down, 5th tube in - found holed. Same withdrawn and new tube fitted. One tube in same nest - 5th row down, 2nd tube in found leaking and fitted with a stopper.

Repairs examined on completion and boiler found tight and sound.

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, etc.)

Eligible, in my opinion, to remain as classed without fresh record of survey, subject to all pitted and wasted plain boiler tubes being renewed on the vessel's arrival at a North East Coast Port direct from Portsmouth.

Survey Fee (per Section 23) £ : :

Special Damage or Repair Fee (if any) (per Section 23.) £6 : 6 : 0

Travelling expenses (if chargeable) £2 : 3 : 4

Fees applied for, 11/4/1958

Received by me, 19

H. C. Rogers

Engineer Surveyor to Lloyd's Register of Shipping.

(H.C. ROGERS).

Committee's Minute TUESDAY - 6 MAY 1958

Assigned Deferred - Ct Lyns Hpts

Rpt. Rec. 14.4.58 Rpt. Desp. 8.5.58

003450-003457-0020

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

Is Certificate required? If so, to be sent to

23 APR 1958

(The Surveyors at)

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