

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

(Received at London Office)

24 FEB 1955

Date of writing Report 21/2 1955 When handed in at Local Office 22/2 1955 Port of Bergen
 No in Reg. Book. Survey held at Stavanger Date. First Survey 7/2-54 Last Survey 9/2 1955.
 (No. of Visits 14)

61333 on the Machinery of the ~~Wood, Iron or Steel~~ Stavanger GEORGIA

Tonnage { Gross 7189 Vessel built at Vancouver B.C. By whom West Coast Shipbuilders Ltd. Year. Month. When 1944-3
 Net 4058 Engines made at Montreal By whom Dominion Engineering Works Ltd. When 1944
 MN As Per Rule 450 Boilers, when made (Main) 1944 (Donkey)
 No. of Main Boilers 2 Owners S/a Songdal Owners' Address Port Kristiansand
 HS " " 9704 Managers Johan Gerrard (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both Port Kristiansand Voyage Baltimore
 Steam Pressure—
 in Main Boilers 250 LB/IN²
 in Donkey Boilers ✓ (State name of Dock.) 45 Rosenberg Mek. Verksted.

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., Conversion & damage.

(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 Eng. 23/12, 23/12-54 31/1-55 2 To 45 RMV. Eng 17/12-54.

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? Underwriters' Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

" " 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? ✓

test date of internal examination of each boiler ✓ Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Not adjusted.

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? No. 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? Yes and of the Donkey Boilers? ✓

Has 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? No.

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 negligible.

Is electric light and 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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete. Boiler survey not carried out.
 It is stated by the owners that Boiler survey was held in October 1954 and that safety valves were adjusted at Trinidad on the 27th. October 1954.

Vessel now converted to a cargo ship and all cargo oil piping etc. removed.
 Vessel placed in dry dock. Propeller, sea connections and their fastenings examined.
 cylinders, pistons, piston rods, connecting rods, crossheads and guides, slide valves, cranks, thrust and intermediate shafts, pumps, main and auxiliary condensers (Condensers tested) also the valves, cocks, pipes and strainers of the pumping arrangements examined and the oil fuel and feed systems and the blanking arrangements to the deep tanks abaft engine-room (for water ballast and dry cargo) together with filters and heaters opened up and examined as well as ballast and bilge connections and all tested under working conditions.

All auxiliaries opened up and examined.
 Evaporator and its safety valves examined and seen in operation under steam

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.)

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of L.M.C. 2,55

Steam generating set Kr 100.-
 Survey Fee (per Section 23.) Kr 930.-
 Conversion Kr 300.-
 Special Damage or Repair Fee (if any) Kr 250.-
 Technical equipment & repairs (per Section 23.) Kr 430.-
 Travelling expenses (if chargeable) Kr 800.-

Fee applied for, 12/2. 19.55
 Received by me, 19

Knut Olsen. S. A. Rude.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUESDAY 29 MAR 1955

+ Lmc no 2.55
45 2.55

Engineer Surveyor to Lloyd's Register of Shipping.

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CERTIFICATE WRITTEN

The holding down bolts and chocks of main and auxiliary engines, thrust block and tunnel bearings examined.
Fuel settling tanks with mountings and deck control examined and tested.

The main steam pipes and steam pipes over 3" bore removed and examined internally and tested by hydraulic pressure.

Electrical equipment examined and tested as required by the Rules.

The main boiler mountings examined as part of Boiler survey but the owners decided not to proceed with a Boiler Survey as the chief Engineer stated a Boiler survey was held in October 1954.

Fire extinguishing equipment examined.

The manoeuvring of the engines tested under working conditions.

All the above parts found or placed in good condition.

Repairs due to wear and tear:-

Only general overhaul of main engines and auxiliaries carried out.

Repairs due to damage caused through grounding at Tjebuholmene, Stavanger Harbour on the 24th November 1954 when ship was taken by tugboat to her berth at the repairs.

Main engine crankshaft lifted for examination of bottom halves of main bearings and bearings scraped in and adjusted.

Main engine forward bilge pump housing (C.I.) renewed due to fracture.

It was not considered necessary to draw the screwshaft.

Conversion:-

Ship has now been converted to a dry cargo ship and all cargo tank piping and fittings removed.

The pumping arrangements modified and partly renewed in accordance with approved plan dated London 31/1-55 and in conformity with the Rules.

The steam heating coils have been overhauled and tested.

All pumps have been tested under working conditions and the hand pumps draining the forepeak dry tank tested and all found satisfactory.

The scupper which drain 'tweendeck space port side amidship retained and additional scupper pipes fitted from 'tweendeck spaces to the hold and engine room bilges port and Starboard side.

The deep tank abaft engine room is for water ballast and the alternative carrying of dry cargo and Chapter E para 320 of the Rules has been complied with.

The CO₂ fire extinguishing installation has been recharged and the installation can only be operated at the control station in passageway outside engine room casing.

The existing steam heating pipes in midship 'tweendeck spaces now lagged and these and other pipes now efficiently protected.

Electrical Equipment:- Main cables to the section boxes fore and aft and various branch cables and fittings in way of accommodation renewed and main cables forward and aft relaid on trays underneath the shelter deck beams.

Harbour Generating set:-

A reconditioned harbour generating set now fitted Starboard side on second deck abreast engine room casing in accordance with the Rules.

The set consists of a 4 cylinder "Lister" oil engine and a Mawdsley's Ltd compound generator of 100 Volts, 220 Amperes and 22 KW. R.P.M 1000.

The oil engine and generator have been opened up and examined and found good and the set has been tested under working conditions and found satisfactory.

Interim Certificate issued - Copy attached and one copy has been sent to the Oslo Surveyors.

S.G.B.



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