

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

(Received at London Office *27/10/48*)

Date of writing Report *27/10/48* When handed in at Local Office *27/10/48* Port of *Antwerp*

No. in Survey held at *Antwerp* Date. First Survey *28/7/48* Last Survey *25/9/48* (No. of Visits *10*)

g. Book. *4379* on the Machinery of the *Wood, Iron or Steel* *P.P. CAPITAIN LAMBE.*

Gross *7041* Vessel built at *W. Harthepool* By whom *W. Harthepool & Co* When *1942-10*

Net *5024* Engines made at *do* By whom *Centraal B. Wks (Antwerp)* When *1942-10*

Nominal *510* Boilers, when made (Main) *1942* (Donkey) *✓*

orse Power *358 (84)* Owners *Gie Maritime Belge (Rex & Royal)* Address *Antwerp*

o. of Main Boilers *3* Managers *Agence Maritime Internationale* Port *Antwerp* Voyage *do*

eam Pressure *220 lb.* *✓* Surveyed Afloat & in Dry Dock *Nº 7 - 401, 216 Aft.*

in Main Boilers *✓* (State name of Dock.)

in Donkey Boilers *✓*

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

ast Report No. *Port*

Particulars of Examination and Repairs (if any) *Dock, T.S., B.S., S.R.L., O.F. Conv*

Periodical Surveys, when held, must be reported in detail and serialism 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.

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? *Yes*

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? *Pro. 28/7/48 S. 4/8/48*

State latest date of internal examination of each boiler *Pro. 28/7/48 S. 4/8/48* Present condition of funnel *good*

Did the Surveyor examine the Safety Valves of the Main Boilers? *yes* To what pressure were they afterwards adjusted under steam? *225 lbs/10.*

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? *yes* 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? *yes* Has it a continuous liner? *yes* Is an approved oil retaining appliance fitted at the after end? *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 oil retaining appliance fitted at the after end? *✓* State date of examination of Screw Shaft *4/8/48* State the wear down in the stern bush *close fit* Is electric light and/or power fitted? *yes* If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *no*

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *no*

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

Vessel placed in drydock propeller & outside fastenings & sea valves examined & found in order. Screw shaft drawn examined & refitted screw shaft stem bush renewed. Propeller renewed & fitted now renewed. *J. STONE SCOTFORD 1947 Z. 5620 RH HEISTON LLOYD ACB 29/8/47*

Port Centre & Starboard boilers examined internally & externally with mountings manholes doors & fastenings & safety valves adjusted under steam as stated above. Oil fuel burning & fire extinguishing appts. (now fitted) examined & tried together with extended controls.

Examiner steel auxiliary steam pipes examined & selected pipes tested & found satisfactory.

Vessel now converted to oil fuel burning in accordance with approved plans Secretary's letters, appropriate circulars & requirements of the Rules.

The necessary copper dams & gutters fitted, air & sounding pipes & General Observations, Opinion, and Recommendation: *The machinery of this vessel as far*

(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 140 lb., FD, &c.)

as now seen is in satisfactory condition & eligible in my opinion to remain as classed with fresh record BS 9.48, T.S. C.L. 8.48, and notation "fitted for oil fuel 9.48 Flash Point above 150°F" without special condition regarding auxiliary steam pipes.

Survey Fee (per Section 29) *B.S. & T.S.* Frs. 5655- Fees applied for *28.10.1948*

Special Damage or Repair Fee (if any) *O.F. Conversion* Frs. 8830-

Travelling expenses (if chargeable) *Spec. exam.* Frs. 1060-

Received by me, *19*

Committee's Minute *FRM, 26 NOV 1948*

Assigned *As how without spl. cond. BS 9.48.*

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*S. Hall*

Engineer Surveyor to Lloyd's Register of Shipping.

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modifications to pumping arrangements fitted or effected  
as necessary.

Repairs Propeller renewed, stembrake unwooded,  
main injection valve chest efficiently welded up where  
locally corroded. Main injection box in wing deep  
tank cropped or part renewed as necessary. (washed).

S. Hall



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