

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

(Received at London Office 6 - MAR 1948)

of writing Report 19 When handed in at Local Office 3 - MAR 1948 19 Port of NEWCASTLE-ON-TYNE

Survey held at Newcastle Date First Survey 21st NOVEMBER 1947 Last Survey 2 - 2 - 1948 (No. of Visits 17)

on the Machinery of the Wood, Iron or Steel S.S. BROOMPARK

Gross 7173 Vessel built at Portland, Me. By whom Todd-Bath Iron S.B. Corp. When 1942 7

Net 4278 Engines made at Hamilton, O. By whom General Machinery Corp. When

505 Boilers, when made (Main) (Donkey)

Main Boilers 3 (Spt) Owners Denholm Line Steamers Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers 1 Managers G. G. Denholm Ltd Port Greenock Voyage

Pressure 220 If Surveyed Afloat or in Dry Dock Both

Donkey Boilers 1 (State name of Dock) New R.W. Hawthorn Leslie

Report No. Port Particulars of Examination and Repairs (if any) Oil fuel conversion Dkg, L.M.C.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. 21-11-47, 9-12-47, 10-12-47, 16-12-47, 28-2-48.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? Yes

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? Yes

What parts of the Boilers could not be thus thoroughly examined? None

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? None

What is the latest date of internal examination of each boiler? 9-12-47

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lbs

Has the Surveyor examined the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lbs

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Has the Surveyor examined all the manholes, doors and their fastenings of the Donkey Boilers? Yes

Has the Surveyor examined all the drain plugs of the Main Boilers? None, and of the Donkey Boilers? Yes

Has the Surveyor examined all the drain plugs of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No 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? Yes

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Has the screw shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

What is the date of examination of Screw Shaft? State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 32

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

Has the Surveyor examined 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

Work done: Vessel placed in dry dock, propeller, aft end of stern bush, and connections, and outside fastenings examined and found or placed in good order.

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OIL FUEL CONVERSION £15:15:00
Fee (per Section 20) L.M.C. £32:0:00
ELECTRICAL FEE £5:0:00
Damage or Repair Fee (if any) £ ✓
License Case £ ✓
Other expenses (if chargeable) £ ✓

Fees applied for hot type
Received by me, C. Booker
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Signed
FRI. 23 APR 1948
See Cons. 22958



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

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

manholes, doors, fastenings, and all mountings. Superheater arrangements examined and main boiler and superheater safety valves adjusted to the working pressure of 220 lbs per sq"

Conversion to oil fuel burning

All work entailed in conversion carried out in accordance with rules, approved plans, and Secretary's letters

Duplex oil fuel unit with heaters and filters as per attached certificate installed.

Oil fuel pressure and suction pipe lines tested to rule requirements after jointing. Steam valve to oil fuel unit and transfer pump, and steam smothering valve controlled in accordance with rules.

Extension spindles fitted to suction valves of settling tanks and cross bunker tank.

Pneumercator gauges fitted to settling tanks

Raising steam unit incorporated in oil burning arrangements

Steam smothering arrangements tested and found satisfactory

Foamite fire extinguisher (34 galls. capacity) installed in stokehold.

Oil fuel transfer pump overboard discharge valve fitted to shell below light load line, in accordance with the rules.

Oil burning installation examined under working conditions with satisfactory results.

Repairs W+T

Main injection & main discharge valve lds renewed.

M.P. valve spindle aligned

Port feed pump water end renewed, complete with rod & bucket.

At owner's instigation, ballast pump renewed (Thos. Lamont 10" x 12" x 12")

Boiler mountings overhauled as necessary.

SURVEY OF ELECTRICAL INSTALLATION.

Generators 2 of 12 Kws each

The electrical installation examined under working conditions. Generators, cables, and all fittings examined. Minor repairs effected to lighting wiring. On completion of repairs all circuits megger tested and all found or placed in good order.

Main engines and auxiliary machinery tried out under working conditions with satisfactory results

LB

SURVEYOR TO LLOYD'S REGISTER.