

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

(Received at London Office 5 MAY 1948)

Date of writing Report 26th Apl. 1948 When handed in at Local Office 3rd. May 1948 Port of BARRY.

No. in Survey held at PENARTH Date. First Survey Jan. 1st. Last Survey Apl. 21st 1948
Reg. Book. (No. of Visits 22)

33552 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "SOUTHERN ISLAND".

Tonnage	Gross <u>1391</u>	Vessel built at <u>Kinderdijk</u>	By whom <u>L. Smit & Zoon.</u>	When <u>1917</u>	Year. Month.
	Net <u>808</u>	Engines made at <u>Kinderdijk</u>	By whom <u>L. Smit & Zoon.</u>	When <u>1917</u>	
Nominal Horse Power		Boilers, when made (Main) <u>(Donkey)</u>			
No. of Main Boilers		Owners <u>Southern Shipping & Finance Co. Ltd.</u>	Owners' Address <u>(if not already recorded in Appendix to Register Book.)</u>		
No. of Donkey Boilers		Managers <u>M. Kissa.</u>	Port <u>London.</u>	Voyage <u></u>	
Steam Pressure in Main Boilers		<u>Surveyed in in Dry Dock <u>Pontoon.</u></u> (State name of Dock.)			
in Donkey Boilers		Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).			

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) DAMAGE, CLASSIFICATION, LMC., E.L. & T.S.

Periodical Surveys, when held, must be reported in detail and serialim 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 yes - not required.

Was a damage report made by anyone else? If so, by whom? yes - Salvage Association.

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

" " Donkey " " " None

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? Main Boilers tested by Water Pressure to 195lbs / sq"

State latest date of internal examination of each boiler Pt. Blr. 2/3/48 Stbd. Blr. 23/2/48. 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? 180lb/sq"

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? none, 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 the 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 15/3/48 State the wear down in the stern bush 3/32" 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.

Engine parts, when referred to by numbers, should be counted from forward.

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

Damage stated caused by striking quay wall on the 2nd. June 1948 at Manchester.

Now Done.

Vessel placed on a pontoon; examined propeller, screw shaft, stern tube, bush, fastenings, intermediate shafting, thrust shaft, crankshaft and bearings, together with main engine and thrust block holding down bolts and found or placed in good condition.

Repairs - Damage.

Cast iron propeller renewed.

Main engine and thrust block holding down bolts "sounded" and secured.

Intermediate, thrust and crankshaft bearings adjusted.

Now done - Classification LMC.

In addition to the above, examined sea connections, overboard discharge valves, main engine cylinders, valves, covers, pistons, rods, crossheads, connecting rods, crankshaft (lifted), main pumps, condenser tested, auxiliary pumps, valves, cocks and pipes of pumping arrangement, generator engine, steering P.T.O.

General Observations, Opinion, and Recommendation: The Machinery of this vessel has been placed in

(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 *LMC 9,11 or *LMC 140 lb., FD, &c.)

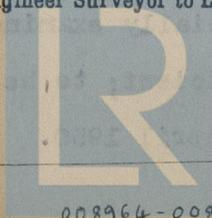
good condition and in my opinion, is eligible to be classed with records L.M.C. 4,48 and C.L.3,48 subject to main boiler tubes being dealt with at first convenient opportunity and H.P. cylinder foot s.s.) being specially examined before the end of April 1950.

Survey Fee (per Section 29)	<u>LMC, E.L. T.S.</u>	<u>£ 31 : 10 : 4</u>	Fees applied for	<u>19</u>
Special Damage or Repair Fee (if any) (per Section 29.)		<u>£ 12 : 12 : 4</u>	Received by me,	<u>19</u>
Travelling expenses (if chargeable)		<u>£ 1 : 12 : 0</u>		

L. Moffatt.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 28 MAY 1948

Signed See F.E. Macky. rpt.



Lloyd's Register Foundation

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

yes - damaged

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

9. 25803. 2.
engine, windlass engine, steam pipes (tested) and placed in good condition.
Examined generator, wiring, switchboard, fittings and fuses; megger tested the insulation and tried the system under working conditions.
Examined main boilers internally and externally with safety valves, mountings, manholes, doors and fastenings and placed in good condition; adjusted safety valves under steam to pressure stated. Note - Furnace crowns of starboard boiler are deflected approximately 1".
Tried main and auxiliary machinery under working conditions and found good.

Repairs-wear and tear.

H.P. cylinder re-bored, piston and rings renewed; the new diameter is 18.3/32."

H.P. valve chamber re-bored and valve renewed.

M.P. guide shoe, main bearings, M.P. and L.P. crankpin bearings and thrust block bearings retailed.

H.P., M.P. and L.P. crosshead pins skimmed and bearings adjusted.

Main pumps crosshead journals skimmed and bearings adjusted.

Condenser tubes renewed and tube plates rejoined.

Main feed pump rams renewed.

Ballast pump piston rings and valve spindles renewed.

Ballast pump bucket rods skimmed, neck rings and gland bushes renewed.

General service pump suction manifold renewed.

2 Copper main steam pipes renewed.

Steering engine - s.s. connecting rod, control valve and 2 piston valves renewed.

Port Main Boiler - 53 back screw stays renewed.

6 Wrapper screw stays renewed.

74 Plain tubes renewed and all other tubes expanded.

Lower saddle flanges re-riveted.

Port c.c. back plate cracks cut out and made good by electric welding.

Bottom manhole flange built up and door refitted

2 Safety valve lids renewed.

Water gauge shut off valves on shell replaced by cocks.

Minor repairs to mountings.

Starboard Main Boiler - 20 back screw stays renewed.

12 Wrapper screw stays renewed.

4 Stay tubes renewed.

All tubes expanded.

Wastage of end plate in way of auxiliary feed chest made good by electric welding and chest rejoined.

Approximately 30 rivets in port c.c. wrapper plate seam cut out and renewed.

Bottom manhole flange built up and door refitted.

Water gauge shut-off valves on shell replaced by cocks.

Minor repairs to mountings

Electric Lighting System - Defective wiring in accommodation circuit, engine-room circuit and navigation circuit renewed.

Defective fittings on main mast and foremast renewed.

Note. - Tunnel bilge suction piping and L. cock dealt with as per approved plan.

S.R.List. Specially examined previous repair to H.P. cylinder foot and this remains efficient; to be kept under observation and specially examined before the end of April 1950. (Letter 4 issued.)

"SOUTHERN ISLAND".

To complete the survey, the tubes of starboard main boiler together with a number of tubes in port main boiler to be renewed at the first opportunity; only a limited number of plain and stay tubes were available at this time and these have been fitted. Further tubes are on order and the Owners' Superintendent states that they will be fitted in the near future.

Reports 4, 5a & 13 forwarded herewith.

