

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

(Received at London Office

28 MAY 1948

Date of writing Report 25th May, 1948. When handed in at Local Office 27th May, 1948. Port of TORQUAY.  
No. in Survey held at PLYMOUTH. Date. First Survey 18. 12. 46 Last Survey 12th April 1948.  
Reg. Book. (No. of Visits 16)

on the Machinery of the ~~Woodhouse~~ Steel "OXNA"

Tonnage { Gross 459 Vessel built at Glasgow By whom H.J. Ingles Year. Month.  
Net 179 Engines made at Glydebank When 1943  
Nominal } By whom Aitcheson Blair Ltd. When do.  
Horse Power }  
No. of Main Boilers Boilers, when made (Main) (Donkey)  
No. of Donkey Boilers Owners The War Office. Owners' Address  
Steam Pressure Managers (if not already recorded in Appendix to Register Book.)  
in Main Boilers Port Voyage  
in Donkey Boilers ~~xxx~~ Surveyed Afloat ~~xxx~~ in Dry Dock Devonport.  
(State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any)

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.

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 " " None.

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?

State latest date of internal examination of each boiler 12.4.48.

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? 200 lbs/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? --- 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? No Is an approved oil retaining appliance fitted at the after end? Yes

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 23.1.47. State the wear down in the stern bush .025"

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 Complete.

Examined:- Propeller, sea connections, fastenings, screwshaft (drawn), oil gland and stern bush.

The Main engine cylinders, pistons, slide valves, crank thrust and intermediate shafts. Condenser pumps and pumping arrangements. The Main boiler internally and externally with safety valves and mountings. Safety valves adjusted as above. Condenser tested. Main steam pipes tested by hydraulic pressure to 400 lbs. Main Engines tried at moorings and at sea and found satisfactory.

Repairs Feed pumps removed from stoke hold and replaced in engine room, feed connections altered to suit.

The whole of the main and auxiliary machinery opened out and refitted, and a number of minor repairs effected.

## 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, &c.; thus, for example, BS 9,11, S&MS 9,11 to LMC 9,11 or to LMC 140 lb., FD, &c.)

The machinery of this vessel, is in an efficient condition and eligible in my opinion, to remain as classed with fresh record of L.M.C. 4,48 and O.G. 1,47.

Survey Fee (per Section 29) £ Inclusive Fees applied for  
Special Damage or Repair Fee (if any) £ Fee 19  
(per Section 29.) See Rpt.8. Received by me,  
Travelling expenses (if chargeable) £ 19

Committee's Minute

Signed

FRI. 30 JUL 1948

+ Incl. L. 48

S. I. 47

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation