

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

(Received at London Office

12 MAR 1951

Date of writing Report 4.3.51.

When handed in at Local Office

Port of GIBRALTAR.

No. in Survey held at GIBRALTAR.

Date. First Survey 1.3.51

Last Survey 4.3.51.

Reg. Book.

74329

on the Machinery of the ~~Steel~~ S.S. "ROCKSIDE".

S.S. "ROCKSIDE".

Tonnage { Gross 7175

Vessel built at P. Rupert, BC.

By whom

Prince Rupert D.D. &amp; Shipyards.

Year. Month. 1944 3

Net 4335

Engines made at Montreal.

By whom

Canadian Allis-Chalmers, Ltd.

When

"

Nominal Horse Power 628 MN

Boilers, when made (Main) 1944

(Donkey) --

No. of Main Boilers 2WTB

Owners Andros Shipping Co. Ltd.

Owners' Address --

Galveston to

No. of Donkey Boilers --

Managers Atlantic Shipping Agencies Ltd.

(If not already recorded in Appendix to Register Book.)

Port Montreal

Voyage Bombay.

Steam Pressure in Main Boilers 250 (spt 230).

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

in Donkey Boilers --

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A1 Hfx		* LMC 7,47.
4:50 12,48.		BS 4,50.
Decking Date		CL 12,48.
4,50 Hfx		
ssQbc -7,47.		
		W.T.B.
Fitted for oil fuel		3,44 F.P.
above 150° F.		

Last Report No. 5328. Port Gls. --

Repairs to H.P. Piston

Particulars of Examination and Repairs (if any)

Valve Liner.

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.

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?

" " Donkey " " "

What parts of the Boilers could not be thus thoroughly examined?

At 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?

What was the latest date of internal examination of each boiler?

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

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?

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?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has the 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

Is electric light and/or power fitted?

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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.

The vessel sailed from Galveston on the 4th February 1951 for Bombay via Gibraltar, in loaded condition, and it is stated that on the 20th February the Main engines pulled up. Upon investigation, it was found that H.P. Piston valve liner had moved upwards thereby restricting the port openings. The Chief Engineer removed the Piston valve, and restarted the engines compounded, and with reduced steam pressure. The vessel continued on passage in this manner until she reached Gibraltar on the 1st March 1951.

I found and recommended as follows:-

UND.

H.P. Piston Valve.

Valve found to have moved upwards three inches, and screwed dowels stripped.

Light ridge at top of the liner at Fore

Piston valve rings in good condition,

slightly slack. Surfaces bright and

other.

The repairs have been carried out to my satisfaction, and the Main engines found in good order

tested under working conditions.

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, SS 9,11, & MS 9,11 to LMC 9,11 or LMC 140 lb., FD, &c.)

It is recommended that Vessel remains as now Classed and is allowed to proceed on intended voyage, subject to a further examination of the H.P. Piston valve liner being carried out before leaving Bombay.

(per Section 29) £ 14 : 14 : 0

Fees applied for

4.3.51.

Age or Repair Fee (if any) £ :

(per Section 29.)

Received by me,

Travelling expenses (if chargeable)

£ 4 : 4 : 0

& Sunday.

THU 12 APR 1951

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

THURS 24 MAY 1951

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