

Ship's Name SS/MS "WINCHESTER QUEEN" Gross tons 7.176
LR 516.284
Is there a rpt. 8? No Port DAKAR Rpt. No. DK 253
No. of visits First date Last date
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)
Date of completing rpt. Surveyed at, if different from Port above
Is a rpt. 9A attached? Yes MN Nature of survey Damage and Wear and Tear Repairs
Survey fees Damage fee Expenses
(see Rpt. 9A) S.A. fee

DOCKING
Propeller Sea connections + Oil gland
Fastenings Wear down of stern bush
Has screw/tube shaft been drawn? Date of examn.
Has shaft been changed? Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)
AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

	Port	Centre	Starboard
Air heaters	+	+	+
Superheaters	+	+	+
Safety valves			
Mountings, doors and fastenings			
Safety valves { Sat adjusted to Spt			
Boiler securing arrangements			
Main economisers			
Steam heated steam generators			
Forced circulating pumps			
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?			
Exhaust gas heated economisers			
Steam generator safety valves adjusted to			
Funnel			
Were oil burning system & remote controls examined in accordance with rules?			

I recommend that the machinery of this ship remain as classed with/without fresh record of—

(See Report 9A)

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

G. BOUTHELOU.
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

INTROD BY

CESRMG
SRL

POSTING

HEADER

CERT

THURSDAY 30 JUN 1966

Lloyd's Register
Foundation

014220-014225-0127 1/2

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	+ (Both generators)
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	+ (Main swithboard)
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. I) Mountings :

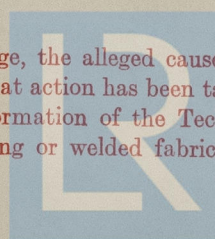
Boilers (Port, Centre and Stbd.) Main and auxiliary feed checks either jammed by sediment (see photograph N° Ibis) or heavily leaking.

Several valves clappers fractured (photograph N° I) and valve seats slack.

All main and auxiliary feed checks *now overhauled as necessary*

- Blowdown valves and scum valves heavily leaking. Now opened up, cleaned, grinded and repacked. Tested at 440 lbs/sq.in.
- Water-gauges mountings heavily leaking. Several plugs and cocks extremely worn. Now opened up and completely overhauled. Defective cocks and plugs renewed. Tested 440 lbs/sq.in. Glass packings renewed.
- Doors' joinings leaking. Now rejointed.
- Main stop valves (saturated steam) leaking : now opened up, grinded and repacked.
- Main stop valves (superheated steam) glands leaking, now repacked.
- Seat blowers obstructed and jammed, now overhauled as necessary.
- Starboard boiler inboard internal feed pipe found wasted (photograph N° 2) now renewed. Outboard internal feed pipe flange fractured now refitted.
- Centre boiler : two superheater headers draining pipes wasted and heavily leaking : lower flanges and draining pipes now renewed.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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- 2) Smoke tubes : A great number of smoke tubes were found completely or partly obstructed by soot and scale. This was caused by :

- an insufficient fuel pressure (the discharging valve of the fuel pumps being jammed open by rags),
- the bad condition of air-heaters which are not tight,
- bending of furnaces damper plates.

Smoke tubes, fire and smoke boxes are now cleaned as necessary.

The smoke tubes of the three boilers are, generally, in a very poor condition : corroded externally, ends very thin and overexpanded. In my opinion, they need to be renewed on arrival of the vessel in Europe.

Following tubes had to be plugged or renewed :

Stbd. boiler : Centre furnace : 2 stoppers fitted.

Port boiler : Centre furnace : 1 stopper fitted in a stay tube.

1 smoke tube renewed.

Several tubes expanded

- 3) Superheaters : The superheater elements are also in very poor condition.

28 elements are now missing in centre boiler.

18 " " " " " port boiler.

19 " " " " " Stbd. boiler.

It is recommended to renew all the superheater elements on arrival of the vessel in Europe.

- 4) Air heaters : Tubes, top and bottom end plates are extremely corroded and leaking.

To be reexamined and dealt with on completion of the present voyage.

- 5) Internal examination :

About one foot of sediment found in each boiler water side.
Now cleaned. Thicker scale on corrugated furnaces removed.

Furnaces to be descaled completely when retubing of the boilers.

- 6) Water test : The three boilers have been tested under water pressure at 200 lbs/sq.in., not found perfectly tight but small leakages were not eliminated due to the poor condition of the smoke tubes' ends.

Blowdown and scum lines :

=====

Found holed at several places. Now partly renewed.
Boilers water recirculating valves from blowdown lines to general service pump suction chest, were found heavily leaking (see photograph N° 3) and the blowdown valves on boilers being also leaking, it is supposed that a quantity of boiler-water has been discharged overboard by the G.S. Pump during the voyage completed.

Both recirculating valves have been renewed.



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Exhaust lines :

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Both master valves on exhaust lines found leaking, opened up and suitably grinded and repacked.

One vapor valve from evaporator to main condenser found holed and now renewed. Another vapor valve, leaking, now overhauled.

Sea connections :

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Blowdown valve and general service pump sea injection valve on the ship side : found leaking between the bolted flange and the shipside. Bolts and nuts extremely corroded. Cement boxes are now carried out on both valves.

All sea connections to be examined and dealt with as necessary on arrival of the vessel in Europe.

Generators :

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Both dynamos : insulation found low (caused by the dampness of the engine-room due to steam leakages).

Commutators brushes holders removed, cleaned, reinsulated and refitted.

Tested satisfactory under working on completion.

Main Switchboard :

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Two defective voltmeters now renewed.



Rpt.

(cont.)

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Rpt. No. DK 252 & 253



Photo N° I

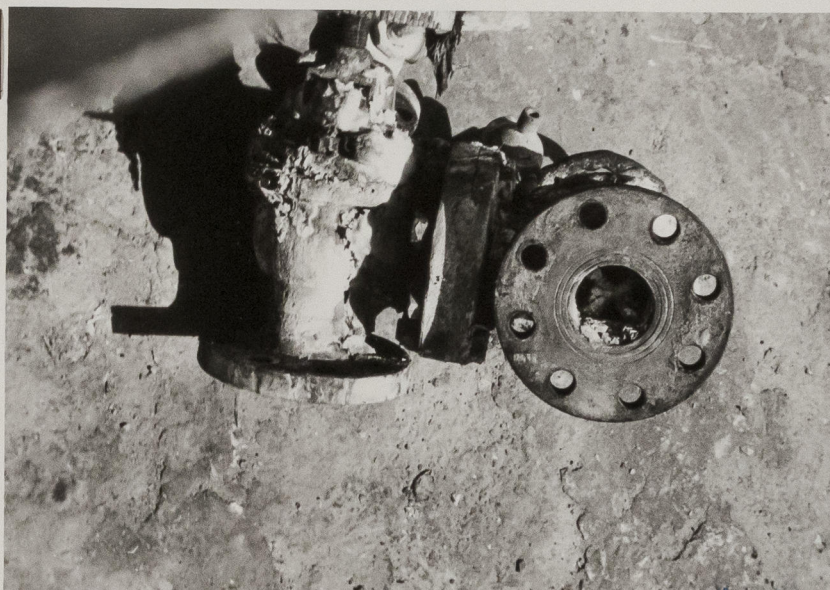


Photo N° Ibis



Photo N° 2

Rpt. (cont.)

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Rpt. No. DK 252 & 253



Photo N° 3



Photo N° 4



Photo N° 5

Rpt. (cont.)

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Port DAKAR

Rpt. No. DK 252 & 253



Photo N° 6