

WRECK SECTION.

W178-0187

No. 3019

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

(Received at London Office) 20 APR 1942

Rpt. 9.

No. 296

Date of writing Report 20 February 1942 When handed in at Local Office 19 Port of CAPE TOWN
 No. in Reg. Book. Survey held at CAPE TOWN Date. First Survey 13 February Last Survey 16 February 1942
34069 on the Machinery of the Steel S.S. "UMTATA" (No. of Visits 3)

Gross 8141 Vessel built at Newcastle By whom Burns, Huntley & Wigman, Richardson When 1935 11
 Net 5060 Engines made at do By whom do When 1935
 Principal Power 1124 Boilers, when made (Main) 1935 (Donkey) 1935
 No. of Main Boilers 4 Owners Ballard, King & Co. Ltd. Owners' Address London Voyage United Kingdom
 No. of Donkey Boilers 1 Managers do Port London
 Main Boilers 225 lbs If Surveyed Afloat yes (State name of Dock.)
 Donkey Boilers 1

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

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to category.	Machinery and Boiler Classes (Including date of N.B. if any).
<u>+100 R1</u> <u>with food 750.5.41</u> <u>S.S. Mdb. No 1-39</u>		<u>+LMC 11.35</u> <u>B.S. 1938</u> <u>TS. 11, 38 CL.</u> <u>L.P. Comb.</u>

st Report No. 3618 Port P.N.E.
 Particulars of Examination and Repairs (if any) Boiler Repairs

Periodical 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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 P.P.B.

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

Where was not done, 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

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

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?

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

It was reported that the Port and Centre Boilers were leaking and on a following defects were found and recommendations for repairs, and which have now been efficiently carried out -

Port Boiler - approximately 50 plain tubes leaking at the Back End and 12 b.b. screwed stays leaking. 29 plain tubes were renewed and 100 plain tubes expanded. As the vessel was urgently required 7 b.b. screwed stay nuts were removed and the leakage sealed by electric welding and 5 b.b. screwed stays caulked and nuts re-joined.
SEE OVERLEAF.

General Observations, Opinion, and Recommendation: - The Machinery of this Vessel

is eligible in my opinion to remain as classed without fresh record of survey subject to welded b.b. stays in both boilers being renewed at the first opportunity.

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, B.S. 9,11, B.&M.S. 9,11, * L.M.C. 9,11, or CS 3,34.

Survey Fee £ 7.0
 Fees applied for 16/2/1942
 Received by me, T.H. Noel
 £ 10.6

T.H. Noel
 Engineer Surveyor to Lloyd's Register of Shipping.



(2) Centre Boiler - 14 b.b. screwed stays leaking. as a temporary repair 8 b.b. stay nuts removed and leakage sealed by electric welding. 6 b.b. screwed stays caulked and nuts rejoined. The boilers were subsequently hydraulically tested and examined under steam and found satisfactory.

T. H. Noël

Boiler stays and stays
Aulworth.
No 1 and 2 29 parts held 10.39
but advanced (Bell on Hull)

completion as stated 2
26.64.42

Class subject as
1000 re-arranged

26.64.42

27

30/4/42

