

Report of Survey for Repairs, &c., of Engines and Boilers.

26 JUL 1935

(Received at London Office)

Date of writing Report 25/7/35 19 When handed in at Local Office 25/7/35 19 Port of SOUTHAMPTON.

No. in Reg. Book. Survey held at SOUTHAMPTON Date, First Survey 16th May 35 Last Survey 24th July 1935 (No. of Visits 30)

24630 on the Machinery of the ~~Wood, Iron or Steel~~ TWIN SC HEBA ex "ESSEQUIBO"

Tonnage { Gross 8489 Vessel built at BELFAST By whom WORKMAN, CLARK & CO. LD. When 1914 - 11 mo
 Net 5134 Engines made at do By whom do When 1914

Nominal Horse Power 1055 Boilers, when made (Main) 1914 (Donkey) ☒

No. of Main Boilers 2 D. Owners SOYTORGFLOT Owners' Address (if not already recorded in Appendix to Register Book.)
25 B. Managers Port Voyage

No. of Donkey Boilers ✓ If Surveyed Afloat ✓ in Dry Dock No 6 Dry Dock
 Steam Pressure in Main Boilers 215 LBS (State name of Dock.)

in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. & T.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 account of Damage (the cause of which must be stated) 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 " " " ☒

If this was not done, state for what reasons? ☒

And what parts of the Boilers could not be thus thoroughly examined? ☒

Also 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 P.S. DE & S.S.E. 12/6/35, P.S.E. 6/7/35.

Did the Surveyor examine the Safety Valves of the Main Boiler? YES ☒

To what pressure were they afterwards adjusted under steam? 215 LBS

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? YES ☒

, and of the Donkey Boilers? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boiler? ☒

Did the Surveyor examine all the mountings of the Main Boilers? YES ☒

, and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? YES ☒ fitted with continuous liner? YES ☒

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

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

State date of examination of Screw Shaft 18/6/35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.05, S. 1/37

Is electric light and/or power fitted? 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

Vessel placed in dry dock, propellers and outside fastenings and sea connections examined.

Both screw shafts (C.L.) drawn and examined. Near down as stated.

Main engine cylinders, pistons, slide & piston valves & casings, crank, thrust and intermediate shafting, condensers (tested) pumps and pumping arrangements examined.

Evaporators examined, coils removed & annealed & tested by hyd. pressure to 430 LBS and found tight & sound.

Feed water heater examined, coils tested in place by hyd. pressure to 430 LBS and found tight & sound.

Examined main steam pipes, bulkhead and main engine stop valves. Main steam pipes and fittings tested in place by hydraulic pressure to 430 LBS and found tight & sound.

Boilers examined internally and externally with their safety valves, doors and mountings and found or placed in good order. Lagging stripped from boilers and on completion of the repairs boilers tested by hydraulic pressure to 290 LBS and found tight & sound.

Lagging removing plates removed and safety valves of all boilers adjusted under steam as stated P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this Vessel is 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, B.S. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or

& L.M.C. 140 lb., F.D., &c.)

CS 3, 34,

good and efficient condition and eligible, in my opinion, to remain as classed with fresh record of T.L.M.C. 7, 35 and notation of C.L. 6, 35.

Survey Fee (per Section 29) L.M.C. £ 15 : 0 : 0 Fees applied for 25/7/35
ELECT. EQUIPMENT 6 : 0 : 0
 Special Damage or Repair Fee (if any) £ 7 : 7 : 0
 (per Section 29.)
 Travelling expenses (if chargeable) £

Committee's Minute FRI. 26 JUL 1935

Assigned + Lmb 7.35

TAKING CASE

CERTIFICATE WRITTEN: 27.7.35

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 20 DEC 1935

Lloyd's Register Foundation

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

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

Electrical Equipment:- Electric installation generally examined & tested under working conditions. The fittings on switch boards and the electric cables examined. Tuggin tests carried out with satisfactory results. (140 KWS)

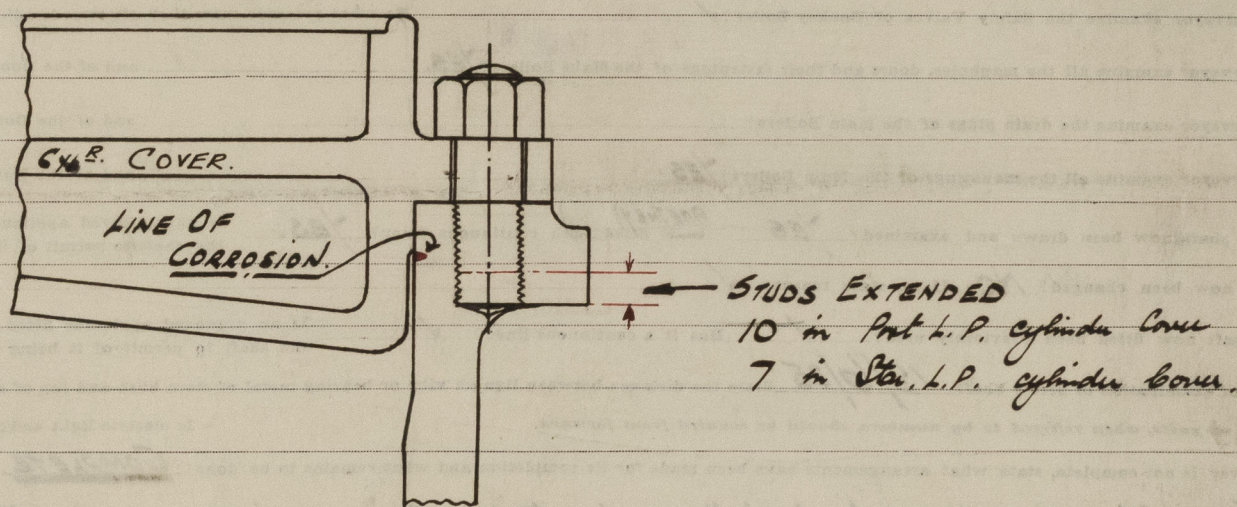
Also examined cylinders, pistons, valves, connecting rods, crankshaft, hyd. chambers and plungers of hydraulic engine.

Also examined refrigerating engine cylinders, pistons, valves, compressors and their valves, crankshaft with its bearings, condenser, evaporator and brine pumps.

Limit List:- Corrosion near top of Port L.P. cylinder cleaned & examined & found inactive. Star cylinder cover studs holes in way deepened and longer studs fitted as shown in sketch.

The Star L.P. cylinder treated similarly although the corrosion is not so extensive in this cylinder. Seven cylinder cover studs extended in way of corrosion in Star L.P. cylinder.

In my opinion this is an efficient permanent repair.



REPAIRS.

Piston rings renewed in all main engine cylinders.

Piston rod renewed in 2nd L.P. cylinder (Star) - Rod found bent at top - Spare rod used.

Star L.P. valve seating faced up.

Six intermediate shaft bearings reinstalled.

Starboard H.P. & L.P. bottom end, lower halves & 2nd L.P. bottom end top half reinstalled.

Two main bearing lower halves reinstalled, Port.

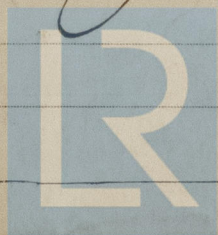
Main steam bulkhead valves - seats renewed.

Small laminations in aft end of Port low furnace, Port D.E. Boiler & Port low furnace of Star S.E. Boiler cut out & built up by electric welding.

Several minor repairs also effected.

Attended machinery trials - Engines & Boilers examined under working conditions and found satisfactory.

J. Anderson.



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