

Rpt. 9.

WRECK
SECTION

No.

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SECTION

No.

188901

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

(Received at London Office)

Date of writing Report 11th June 1953

When handed in at Local Office.

Port of

Amsterdam

No in

Reg. Book. Survey held at Amsterdam

Date:

First Survey 26th May

Last Survey

2nd June 1953

(No. of visits 4)

81532

on the Machinery of the Wood, Iron or Steel

S S

"WASA"

31888

Tonnage

Gross 4951

Net 2950

Vessel built at

Flensburg

By whom

Schiffs Gcs

Year.

Month.

When 1910

6

When 1910

6

MN As Per Rule 594

No. of Main Boilers 3 SB

Engines made at

Flensburg

By whom

Schiffs Gcs

Boilers, when made (Main)

1910

(Donkey)

Owners

AIB Helsingfors SS Cold

owners' Address

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

Port

Helsingfors

Voyage

HS " " "

No. of Donkey Boilers

Steam Pressure—

in Main Boilers 185 lb

in Donkey Boilers

Last Report No. 641

Port St.

Particulars of Examination and Repairs (if any)

Boiler repairs.

(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? no

Donkey " " " " "

If 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.

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 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

stern bush.

Is electric light

and 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.

Auxiliary machinery should be referred to by position in Machinery Space.

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

It has been stated by the Captain that the Boiler Survey (BS. 10.52) has been completed at Antwerp in 2.53

Attended on board at Captain's request for the purpose of examining, and giving recommendations with regard to leakage troubles in Starboard & Centre Boiler.

Furnaces & combustion chambers and smoke boxes of the above boilers internally examined and found much leakage to plain & stay tubes, screw stays and riveted seam, while 1 crack was found in the crown seam of port furnace / C.C. tube plate of Starboard boiler.

Found the back plates of all 4 wing combustion chambers more or less buckled, this being in my opinion of no consequence for the present however.

The following repairs have been carried out:

Crack in crown seam of port furnace / C.C. tube plate weeded out (after removal of rivet), electrically welded, rivet hole reamed and a new rivet fitted.

Please see Continuation sheet.

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, etc.)

The machinery being in a good condition we are of opinion that same is eligible to remain as classed without fresh record of BS, subject to ship side end of Starboard ash-shoot being renewed before the end of May 1954, and all items as given in S.R. list being dealt with as previously recommended.

Survey Fee (per Section 23) £ 100.-
Special Damage or Repair Fee (if any) (per Section 23.) £ 11.-
Travelling expenses (if chargeable)

Fees applied for,

17-6-1953

Received by me,

TUESDAY - 7 JUL 1953

Committee's Minute

Assigned

Write down

As usual, subject to

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1641-0012 (1/2)

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

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

machinery of the S/S "WASA"Boiler repairs (continued):

From appr. 90 leaking screw stays the nuts removed, plate around stays caulked and, where screw thread was found sound, new nuts fitted.

Appr. 50 screw stays, of which the screw thread was found wasted, have been electrically welded around and the nuts dispensed with.

NOTE: All the above repairs were carried out inside the combustion chambers.

A large number of plain & stay tubes expanded. Leaky seams caulked.

In Port C.C. backplate of Starb. boiler 1 screw stay renewed.

Both boilers after repairs hydr. tested with satisfactory results.

Starboard ash-shoot at Captain's request examined.

Found same temporarily repaired by a brace, fitted by the ship's staff, i.e. the ship side end, being a cast iron pipe piece riveted to the hull.

Brace removed and found a corrosion hole of 6" x 3" in the bottom part, while the cast iron around was found rather wasted.

A suitable steel plate ($\frac{3}{8}$ ") brace ring in 2 halves of 12" width was made and fitted around the defect pipe piece.

Although this repair is efficient for the present it has been recommended that the relevant ash-shoot ship side end be renewed before the end of May 1954.

[Signature]

SHIP
SOES



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W1641-0012 (212)