

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

FEB 1933

(Received at London Office)

- 1 FEB 1933

Date of writing Report

When handed in at Local Office

Port of

NEWCASTLE-ON-TYNE

No. in  
Reg. Book

Survey held at

Hallsend

Date, First Survey

23 Dec 32

Last Survey

27 Jan 1933

(No. of Visits 2)

Tonnage

Gross

Net

Nominal  
Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure—  
in Main Boilers

in Donkey Boilers

Vessel built at

Engines made at

Boilers, when made (Main)

Owners

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

By whom

By whom

1918

Owners' Address

Port

W. &amp; A. D. &amp; Co. Ltd.

(State name of Dock.)

When

When

(Donkey)

Owners' Address

Port

W. &amp; A. D. &amp; Co. Ltd.

(State name of Dock.)

When

When

(Donkey)

Owners' Address

Port

W. &amp; A. D. &amp; Co. Ltd.

(State name of Dock.)

When

When

(Donkey)

Owners' Address

Port

W. &amp; A. D. &amp; Co. Ltd.

(State name of Dock.)

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  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any)

+ 100A.1. shells

deck with freeboard

3-32. S.S. No 3

12-29.

+ L.M.C.

M.S. 12-29.

B.S. 3-32

+ L.M.C. 11 M.C.

9-32

T.C.L.

S.N. 3-32 P 3-32

Last Report No.

Port

Particulars of Examination and Repairs (if any)

(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?

Do.

"

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?

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 Boiler?

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

, and of the Donkey Boiler?

Has 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 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Superheaters fitted to the five main boilers see separate report.  
All steam pipes taking superheated steam made of steel & tested to 600 lbs.  
All cast steel valves & connections fitted in connection with the conversion tested to 600 lbs.

Boiler cylinders & valve liners renewed in pedestal iron  
Pistons overhauled & fitted with new junk & packing rings  
Valves overhauled.

Boiler pistons & valve rods ground up in lathe & metallic packing suitable for superheated steam fitted. Boilers satisfactory  
Feed filter & float tank fitted

Circulating pumps on gins, fan engines, dynamo engines & steering engine overhauled & made suitable for taking P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is, so far as seen, in good & safe working condition & eligible in my opinion to remain as classed & have record B.S. 1-33 in the Register Book.

(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, or L.M.C. 9, 11, 120 lb., F.D., &c.)

Survey Fee (per Section 29)

£ 6 : - : -

Fees applied for

Special Damage or Repair Fee (if any)  
(per Section 29.)

£ 5 : 5 : -

- 1 FEB 1933

Travelling expenses (if chargeable)

£

Received by me,

10.3.1933

Committee's Minute

FRI. 10 FEB. 1933

Assigned

B.L. 1.33

William Butler  
Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register  
Foundation

W383-0115 112



S.S. Duquesa

superheated steam, Copper steam pipes replaced by rolled drawn steel pipes.

Lubricating arrangements fitted to main & auxiliary engines. taking superheated steam.

Machinery tried under steam & found satisfactory.

Boilers:-

Main Boilers examined internally & externally with their mountings.

Five main stop valve seats found slack and renewed.

Two valve lids of safety valves of std fwd boiler renewed.

Five crossbr. stays found broken and renewed.

A number of plain & stay tubes found showing signs of leaking. 14 plain tubes & 20 stay tubes taken out & renewed & other tubes expanded.

A number of dry cracks found in back tube plate in way of junction of furnaces, 10 ribs renewed, cracks cut out & electrically welded & plates renewed.

Fwd port boiler front end plates at cross seam found leaking and cleaned, resaulted & electrically welded.

One check valve distance piece of fwd port boiler leaking and renewed.

Safety valves adjusted under steam as stated.

Engine repairs

Port Main Condenser stripped, cleaned & retubed with all new tubes afterwards tested & found tight.

IP. crank shaft spare bottom end bush fitted.

Docking.

Propellers & underwater fastenings, sea cocks & valves internally & externally including refrigerator sea inlet & outlet valves. examined, one blow down cock plug found cracked, and renewed, otherwise all found in good condition.

William Butts.