

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

(Received at London Office)

- 1 FEB 1933

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Date of writing Report 10 When handed in at Local Office 10 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book, 61295 Survey held at Wallsend Date, First Survey 23 Dec 1932 Last Survey 27 Jan 1933  
(No. of Visits 21)

on the Machinery of the Wood, Iron or Steel D. D. Duquesa  
Tonnage { Gross 8651 Vessel built at Wallsend By whom Wine & Co Ltd When 1918-5  
Net 5400 Engines made at Wallsend By whom Richardson & Co When do.  
Nominal Horse Power 1076 Boilers, when made (Main) 1918 (Donkey) do.  
No. of Main Boilers 5 Owners Wine & Co Ltd Argentine Lines Ltd Owners' Address do.  
No. of Donkey Boilers 2 Managers do. Port Liverpool Voyage Liverpool to Lond  
Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Wallsend (State name of Dock.)  
in Donkey Boilers do. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. do. Port do.

Particulars of Examination and Repairs (if any) Dokey & Superheaters  
(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 besides being detailed in the body of the report, should be briefly summarized 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 do.

Was a damage report made by anyone else? If so, by whom? do.

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

Do. " Donkey " " " " do.

If this was not done, state for what reasons? do.

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

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? yes.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? do.

Did the Surveyor examine the drain plugs of the Main Boilers? yes., and of the Donkey Boiler? do.

Did the Surveyor examine all the mountings of the Main Boilers? yes., and of the Donkey Boiler? do.

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? do. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons do.

Has the shaft now fitted been previously used? do. Has it a continuous liner? do. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? do.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Port 3 1/2" Starboard 3"

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

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  
Cylinders & valve liners renewed in cast iron  
Pistons overhauled & fitted with new junks & packing rings  
Valves overhauled.  
Piston & valve rods ground up in lathe & metallic packing suitable for superheated steam fitted. Cylinders satisfactory  
Feed filler & 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.

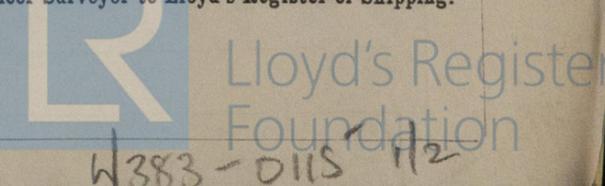
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 6 : - : -  
Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : -  
Travelling expenses (if chargeable) £ ✓

Fees applied for - 1 FEB 1933  
Received by me, W. B. Butler  
10.3.1933  
FRI. 10 FEB. 1933

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

Committee's Minute  
Assigned do.



If this report is sent now, or when will it be sent?

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

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

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 fits of safety valves of std fwd boiler renewed.

Five anchor 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 meeting of furnaces, 10 rivets removed, 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.



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