

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

(Received at London Office)

Date of writing Report March 5, 1940. When handed in at Local Office March 5, 1940. Port of Newport News, Va.

No. in Reg. Book 2632 Survey held at Newport News, Va. Date, First Survey Feb. 18, Last Survey Feb. 28, 1940. (No. of Visits 4.)

on the Machinery of the ~~Woods Iron Works~~ Steel S/S "ROSSINGTON COURT"

Tonnage { Gross 6922
 Net 4334 Vessel built at Glasgow. By whom Fairfield Co. Ltd. When 1928 10.
 Nominal Horse Power 574. Engines made at Grk. By whom J.G. Kincaid & Co. When 1928 - 10
 of Main Boilers 3 Boilers, when made (Main) 1928 - 10. (Donkey)
 of Donkey Boilers Owners Court Line Ltd. Owners' Address
 Steam Pressure 180. Managers Walden Phillips & Co. Port London. Voyage Newcastle-on-Tyne
 Main Boilers 180. If Surveyed Afloat Yes. (State name of Dock.) N.N.S.S.B. & DD. Co.
 Donkey Boilers

Previous Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage.

Periodical Surveys, when held, must be reported in detail and verbatim 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 dates and initials of any letters respecting this case.

Where 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

Where this was not done, state for what reasons? Boilers under steam.

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. ✓

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? No. 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. ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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. ✓ 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? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

Damage stated to have been sustained by encountering heavy weather on February 14, 15 & 16, 1940, whilst on a voyage from Victoria, B.C., to Newcastle-on-Tyne, fully loaded including a deck cargo of lumber of approximately 632 tons. As a result of the shifting of the cargo, it is stated that the steering gear "Jammed" and the vessel breached to in the heavy seas, losing a portion of her cargo and causing damage to hand railing and stanchions on the port and starboard sides and further damage as detailed herein.

For further particulars please see copy of report attached hereto.

NOW DONE:-
The fire room and engine room bilges thoroughly cleared of all dirt, coal and ashes. The bilge suctionns proved clear of all obstructions. A new guard made and fitted in place over the steam

General Observations, Opinion, and Recommendation:- The machinery of this vessel as far as seen, is eligible in my opinion to remain as classed without fresh record of survey.

(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, E.S. 9, 11, E.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29)..... £ : :
 Special Damage or Repair Fee (if any)..... £ 30.00
 Travelling expenses (if chargeable)..... £ : :
 Fees applied for 27/2/ 1940.
 Received by me, _____ 19

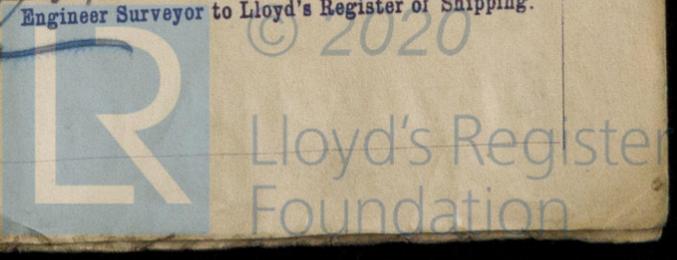
Committee's Minute Assigned Deferred for B.S.

W450-0180 1/2

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year and Month when surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
*100-A-1	2.39	*LMC. 12.35
*with freeboard		B.S. 1.39
ss. Bry. No. 2-36		T.S. (CL) 2.39

Insert Character of Ship and Machinery precisely in the Register Book

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



S/S "ROSSINGTON COURT"

pipe windlass.

Two steering gear fairleads (1-port and 1-starboard) removed, the bushings reamed out and the two fair lead shafts renewed and fitted in place. The steering gear chains adjusted as found necessary.

The H.P. crosshead and guide were reported to have given trouble by heating up. The crosshead was opened, examined and found in order.

On removing the piston rod guide shoe, the oil ways were found "plugged up". The oil ways were recut and the piston rod shoe adjusted to guide fitting or renewing liners as necessary.

The H.P. bottom end was also opened up, scraped up oil ways cleared and bottom end adjusted.

All holding down belts overhauled and set up as necessary, renewing broken belts if any.

The after thrust block shoe removed, new studs fitted; the shoe tested and re-fitted in place.

Two straps for holding steel sheathing on main boilers removed, renewed and fitted in place.

The steering gear worm wheel and worm shaft removed and the spare worm wheel and worm shaft fitted in place and connected up. New worm wheel and shaft to be made and placed on board as spare by Owners.

The electric circuit in stokehold tested out, and new wire fitted as necessary.

All grounds removed and the circuits tested out and proved in proper electrical connections.

The cargo cluster wiring on the forward deck temporarily repaired and be permanently repaired on discharge of her cargo.

The steam water end of ballast pump was opened up and examined.

Suction and delivery valves cleaned of all dirt and water chamber cleared of all small coal. Stop valve seat machined and new valve fitted.

Notes
OS due 1.40.
L.Y.
12/4/40.

W450-0180 2/2