

Meeting
R E P O R T.

LLOYD'S REGISTER OF SHIPPING.

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PORT NATAL,

23rd November, 1925.

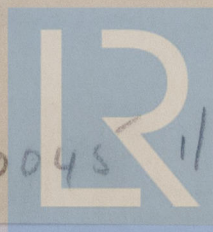
THIS IS TO CERTIFY that

I, JOHN STEWART,

the undersigned Surveyor to this Society did at the request of G. H. Mead, Master of the vessel, Survey on the 26th October, and on subsequent dates, the Centre Furnace of the Port Boiler of the S/S "COMPETITOR" of Whitby, which furnace had given out while raising steam.

PORT BOILER.— As the Boiler was then too hot for inspection, I recommended it be blown or pumped out, and on the following day I made examination and found that the back corrugation (lower part) had at some previous time been fitted with patches, one on water side and one on fire side, and there had also been repairs by welding. On striking the defective parts with a hand hammer, they rattled, and I recommended this part of furnace and the patches be cut out.

STARBOARD BOILER.— I then enquired as to other parts of the boilers and was shown a bolted patch fitted in the back plate (lower part) of Centre Combustion Chamber of Starboard Boiler. On removing the patch I found the back plate fractured and riddled with holes, probably made to try and fit the patch or patches. I then recommended that the defective part of back plate be cut out



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out and a new lower part fitted and riveted. As there were quite a number of stays in the way of this repair it was necessary to remove the lagging from back end shell plate, and after doing so a large junk of salt, etc. was found in way of and around the blow down cock joint. On removing this junk of salt, the shell end plate was found to be corroded through, there being a hole large enough to insert three fingers almost immediately under the flange of blow down cock joint. There was also serious wastage at other parts of this plate in way of stay nuts.

PORT BOILER.- I then considered it necessary to make examination of the shell end plate of Port Boiler, and although it was found to be badly wasted there was no difficulty in making it good by electric welding.

Other defects found in boilers include back plates of Combustion Chambers wasted around stays, stays and nuts leaking, tubes leaking and salted up solid, and burnt and perished at ends, cracks in furnaces, about 12 altogether, and to add to these troubles the boilers, internally, were coated with a heavy scale, especially on back plates of Combustion Chambers where the scale was from $\frac{1}{4}$ " to $\frac{3}{8}$ " thick.

REPAIRS.- The following is a detailed list of the repairs carried out to Boilers :-

Port Boiler. Centre Furnace. Circumferential patch 4'-6" by 5/8ths" fitted at back corrugation of centre furnace, riveted to tube plate and welded to furnace. Eight new stays and nuts fitted and pads welded around stay holes where wasted; six cracks welded; 12 tubes renewed.

Port Furnace. Two cracks welded, 20 tubes renewed.

Starboard Furnace. 2 Cracks welded, seventeen tubes renewed.

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renewed. Back end shell plate welded in way of five stays. This plate was wasted $7/16$ th".

Starboard Boiler. Centre Furnace. Lower part of back plate of combustion chamber cut out and renewed $4'-6" \times 3' \times \frac{5}{8}"$. Twenty-two stays renewed, 1 crack welded, 22 tubes renewed.

Port Furnace. 7 New stays, and nuts fitted, and back plate built up by welding on water side, made possible owing to part of shell end plate being cut out for renewal. Twenty-four tubes were renewed.

Starboard Furnace. One crack welded and 9 tubes renewed.

Shell End Plate. The bottom part was renewed $7'-6" \text{ athwart} \times 3'-6" \times 1"$ including stay compensation plate, and one longitudinal stay.

Rivets. Quite a number of defective rivets were renewed throughout the back ends.

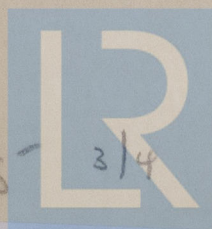
Lagging. The lagging on shell end plates was in such a dilapidated condition that it all fell to pieces when being partly removed for the carrying out of repairs. It was renewed. The lagging around shell plates is also bad but nothing was done to it here.

Other repairs carried out to Boilers include the overhauling of all boiler mountings, and the renewal of all furnace fittings which were past repair. The Boilers were cleaned fairly well, but owing to the heavy hard scale cleaning was a difficult matter.

The Boilers were certainly in a very neglected condition. Temporary repairs were impracticable, and no more was done here than was actually necessary for the safety of crew, vessel, and cargo.

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Both Boilers were tested to 165 lbs. by hydraulic pressure and found tight and satisfactory.

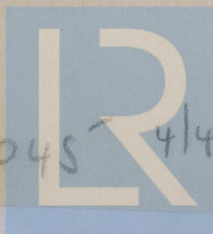
WATER FEED PUMP. During the testing of the 2nd Boiler, this pump gave out and was repaired by fitting new rings in water end, fitting new valve gear pins and plugging up water ^{chamber} where corroded.

On the 22nd November I attended on board and floated the safety valves of both boilers to 160 lbs. and all was found satisfactory.

A Report will be forwarded to Lloyd's Register, London, stating the defects and repairs and recommending that the repairs carried out here, and the Boilers generally, be further examined on vessel's arrival at Home port.

1st Survey 26th October)
Last Survey 23rd November) 1925.

John Stewart.
Surveyor to Lloyd's Register.



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