

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

(Received at London Office)

Date of writing Report 22-5-1940 When handed in at Local Office 19 Port of London

No. in Reg. Book 6256 Survey held at Tilbury Date, First Survey 11-4-40 Last Survey 9-5-1940 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel M.V. W.B WALKER  
Gross 10468 Vessel built at Kiel By whom Fra Krupp Year. Month. When 1935 6  
Net 6127 Engines made at Kiel By whom Fra Krupp When 1935  
Nominal Horse Power 912 Boilers, when made (Main) (Donkey) 1935  
No. of Main Boilers 1 Owners Oriental Tankers Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 3 Managers Port Hong Kong Voyage  
Steam Pressure in Main Boilers 1/2 H Surveyed Afloat or in Dry Dock Tilbury D.Dock  
in Donkey Boilers 200 lb Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Locking Repairs

Periodical Surveys, when held, must be reported in detail and serialism 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?

Donkey

If this was not done, state for what reasons? Boilers not due for survey

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?

State latest date of internal examination of each boiler Present condition of funnel(s)

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 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

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 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?

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

Now Done Vessel placed in dry dock. Propeller, after end of stern bush, and shipside fastenings of sea connections examined. All found or placed in order.

Repairs: To the No 3 main engine stub piston rod. On the 2nd April, 1940, whilst the ship's engines were turning the main engines with the turning gear, prior to sailing, the No 3 stub rod appeared to be slack in the crosshead as the spigot of rod lifted about 3/8" out of crosshead. Upon further examination it was found that the spigot part of rod was broken through, about one inch below top of crosshead. A new stub rod has now been made (continued)

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now (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.C.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.) seen is in efficient condition, eligible in my opinion to remain as classed without fresh record

Survey Fee (per Section 29) £ : : Fees applied for 29 MAY 1940  
Special Damage or Repair Fee (if any) £ 3 3 : 0 Received by me,  
(per Section 29.)  
Travelling expenses (if chargeable) £ : : 19

Committee's Minute  
Assigned to Mr. C.S. 9.39  
6.38

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation  
1093-00 34(112)



M.V. "W. B. WALKER"

and fitted and engines tried under working conditions

All other rods were tested by fitting a jack between bottom of piston & top of crosshead and all found in order.

As it was impossible to get a Lloyd's tested billet for the new rod without great delay, a British Admiralty tested billet made by Colvilles Ltd. was obtained & now used. The repairs stated that the test result of this billet was 32.9 tons/sq. in. and promised that a copy of the certificate would be obtained and this will be forwarded as soon as received.

J. Nicholas.



Q main piston rod renewed.  
No completed in 9-39.

It is submitted that  
this vessel is eligible for  
THE RECORD. + due 1893  
638

Commenced 7-36.

5/6/40

30th, 1905

102/13

"R. E. H. W. B. W. U. M."

1000000

small has gathered them kind saying he is better if he  
 for what would he of a gift of gold that were also value all  
 who in his way was his brother for for a thing  
 who of that which is all a top of a living can be all  
 and what glorified living a good way to live has been  
 enough all his was a brother can. All children and about  
 had a wife. EE can tell with a show that all that whole  
 has been the and know a wife with a good a work having  
 have is so was so looking at him with  
 and all, &