

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

(Received at London Office

APR 28 1941

Date of writing Report

When handed in at Local Office

25 APR 1941

Port of SUNDERLAND.

No. in
Reg. Book.

Survey held at

Sunderland

Date, First Survey

April 17

Last Survey

April 24 1941

(No. of Visits)

4

86526

on the Machinery of the Wood, Iron or Steel

YEWCLLEN

Tonnage

Gross

593

Net

274

Vessel built at

Ardrossan

By whom

Anderson & Co Ltd

When

1915-13

Nominal
Horse Power

R

99

Engines made at

Coatbridge

By whom

Lidgerwood Ltd

When

1915

No. of Main Boilers

1

Boilers, when made (Main)

1915

(Donkey)

No. of Donkey Boilers

-

Steam Pressure—

180 lb

Managers

If Surveyed Afloat or in Dry Dock

Afloat (South Dock)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 99233 Port

Nwe.

Particulars of Examination and Repairs (if any)

BS

(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 Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside 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?

State latest date of internal examination of each boiler

23/4/41

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

yes

To what pressure were they afterwards adjusted under steam?

180 lbs 10"

Did the Surveyor examine the Safety Valves of Donkey Boiler?

yes

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boiler?

yes

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

yes

, and of the Donkey Boiler?

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

yes

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

yes

Is it fitted with continuous liner?

yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed?

yes

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?

yes

Has it a continuous liner?

yes

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

Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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

Complete

NOW DONE FOR BS :- Main Boiler examined internally & externally with mountings, doors & fastenings. Safety valves adjusted under steam to above pressure.

REPAIRS FOR BS :- Both Safety valve spindles renewed, both test cocks renewed. Stakehold pressure gauge cock on boiler shell renewed. Main check valve chest repointed to boiler end plate, Blow down valve spindle renewed. Centre furnace pitting on line of firebars built up with electric welding. Port & Starboard low manholes built up with electric welding & doors refitted. 2 plain tubes renewed & others expanded. 9 W S stays renewed. Forward collision chock renewed.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel

(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, E.M.S. 9, 11, L.M.C. 9, 11, or

LMC 140 lb., F.D., &c.)

CS 8, 31,

as now seen is in order & safe working condition & eligible in my opinion to remain as classed with Fresh Record of BS 4.41

Survey Fee (per Section 29)

£ 2 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any)

£ : :

Received by me,

Travelling expenses (if chargeable)

£ : :

19

Committee's Minute

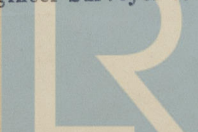
FRI. 9 MAY 1941

Assigned

BS 4.41

J. Grievie

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

002062-002070-0146

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

10m. 7.30.—Transfer, Inks.
(The Surveyor are requested not to write on or below the space for Committee's Minute.)

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

BS due 14. 41. Held.

Afunau repaired, manholes placed
in order & minor repairs effected

It is submitted that
this vessel is eligible for
THE RECORD.

BS 4. 41

Yhr

6.5. 41



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