

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

FRI. 4 NOV. 1921

(Received at London Office)

Date of writing Report 3<sup>rd</sup> November 1921 When handed in at Local Office 3/11/1921 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 36736 Survey held at North + South Shields Date, First Survey 18<sup>th</sup> Oct. Last Survey 5 November 1921 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel sc "Channel Queen" Master

Tonnage { Gross 7013 Net 319 Vessel built at South Shields By whom C. Kennedson & Co When 1921

Engines made at Southampton By whom Donk Summers & Co (Donkey) When

Boilers, when made (Main) London + Channel Islands Port London Voyage

Owners London + Channel Islands Port London Voyage

No. of Main Boilers 1 No. of Donkey Boilers 1

Steam Pressure in Main Boilers 175 in Donkey Boilers 175

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

CHARACTER, Date of last Survey and of Periodical Surveys.	Year Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100A1</u>		<u>FE attached</u>

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Damage.

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 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? Yes. Report made Was a damage report made by anyone else? If so, by whom? No

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

Do. " Donkey " " " not due for survey

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

What parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

So 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? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

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 Boilers? Yes , and of the Donkey Boiler? \_\_\_\_\_

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 Boilers? Yes , and of the Donkey Boiler? \_\_\_\_\_

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Has shaft now been changed? No If so, state reasons \_\_\_\_\_

Has the shaft now fitted new? No Has it a continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? a good fit.

Where the Survey is not complete state what arrangements have been made for its completion and what remains to be done? \_\_\_\_\_

Work done:- Propeller, stern bush, + fastenings of sea connections (Damage) examined, also tail shaft with continuous liners. The main condenser examined

Repairs:- The propeller, which was found defective, one blade being broken off at root, was renewed.

The condenser was found defective, a fracture extending from a vertical distance of 8" from bottom of condenser, - and about 4" from air pump outlet - right across bottom of condenser and extending its full width. P.T.O

General Observations, Opinion, and Recommendation:- This report is forwarded for the information of the Committee (see Secretary's letter of 2-11-21) It is submitted vessel be given word T.S. 11-21, the tail shaft having been submitted for survey.

Survey Fee (per Section 25) £ : : Fees applied for 3/11/1921

Special Damage or Repair Fee (if any) £ 5 : 5 : 0 Received by me [Signature]

Travelling Expenses (if chargeable) £ : : 9.11.19

J. McCullen + W. H. Austin  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_

Assigned \_\_\_\_\_

TUE. 15 NOV. 1921 TUE. FEB 28 1922

+ L.D.M. 10.21

P.L. Subject.

002165-002173-0132

MACHINERY CERT.  
WRITTEN



REGIN.

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

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

Date of writing

No. in Reg. Book. Surr

36736 on t

Tonnage } Gross  
          } Net

Registered Horse Power  
No. of Main Boilers

No. of Donkey Boilers  
Steam Pressure—  
in Main Boilers.

in Donkey Boilers

"Channel Queen" (continued)

It was recommended that a brass patch be fitted, if temporary repairs were needed, to enable vessel to continue at work till new condenser is made + ready for fitting.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

TH KN  
CLEAR  
Do.  
DBLG.  
" Long  
POOP  
SHORT  
FOREC  
  
R.  
Upper  
String  
upper  
Second  
String  
  
FRAM.  
REVER  
  
LOWER  
Howsp  
Topmas  
Riggin  
Salls.