

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office **17 OCT 1953**)

Date of writing Report **22.9.53** When handed in at Local Office **23.9.53** Port of **NEWCASTLE-ON-TYNE**

No in Reg. Book. Survey held at **SOUTH SHIELDS** Date. First Survey **13.4.53** Last Survey **13.4.53** (No. of Visits **1**)

14461 on the Machinery of the ~~Wood, Iron or Steel~~ **S.S. 'KYLEQUEEN'** EX **HIGHTFOOT.**

Tonnage { Gross **1919** Vessel built at **SUNDERLAND** By whom **J. CROWN & SONS LTD.** When **1922** **4**
 Net **1084** Engines made at **SUNDERLAND** By whom **N.E. MARINE ENG. CO. LTD.** When **1922.**
 MN **198** Boilers, when made (Main) **1922** (Donkey)
 Owners **MONROE BROTHERS LTD.** Owners' Address
 No. of Main Boilers **253** (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers Port **NEWCASTLE** Voyage
 Steam Pressure in Main Boilers **180 lb** If Surveyed ~~Afloat~~ in Dry Dock **TYNE DOCK ENG. CO. LTD.**
 in Donkey Boilers (State name of Dock.)

Last Report No. Port **DOCKING**

Particulars of Examination and Repairs (if any) **DOCKING**
(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A1. 2.53. S.S. Shl 1,49 (Dr)		* LMC 2.53 TSCH 2.53
CARGO BATTENS NOT FITTED.		

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 through examination at this time? **NO**

" " Donkey " " "

If not, state for what reasons **SURVEY NOT DUE AT THIS TIME** 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 Present condition of funnel(s) **EFFICIENT.**

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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.** Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush **1/16"** Is electric light and/or power fitted? **YES** If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? **NO**

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
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 drydock, propeller, stern bush & outside fastenings examined. West chain as above.

General Observations, Opinion, and Recommendation:—
(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, BS 9.11, B&MS 9.11, *LMC 9.11 or *LMC 140 lb., FD, &c.)
CS 3,34 **the machinery of this vessel, so far as now seen, is in a safe working condition, eligible in my opinion to remain as classed without fresh record of survey.**

Survey Fee (per Section 23) **NO. FEE.** £ : :
 Special Damage or Repair Fee (if any) (per Section 23.) £ : :
 Travelling expenses (if chargeable) £ : :
 Fees applied for, 19.....
 Received by me, 19.....
THURSDAY 15 OCT 1953

W. R. Taylor.
Engineer Surveyor to Lloyd's Register of Shipping.

Assigned **As usual**



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

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

SW

12 OCT 1953

Business operating schedule to be sent with this report. Copy to be sent to Board. Sheet to be kept on file.

Sheet to be kept on file.

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