

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

(Received at London Office SEP 27 1938)

Date of writing Report 19 When handed in at Local Office 22/9/38 Port of NEWCASTLE-ON-TYNE  
No. in Reg. Book 88909 Survey held at South Shields Date, First Survey and Last Survey 19 Sept 1938  
on the Machinery of the Wood, Iron or Steel "LODESTONE" (No. of Visits 1)  
Tonnage Gross 4900 Net 2900 Vessel built at Sunderland By whom Bantam & Sons Ltd When 1938  
Engines made at By whom The N.E. Eng Co Ltd When 1938  
Nominal Horse Power Boilers, when made (Main) (Donkey)  
No. of Main Boilers Owners Alva & S. Cold Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers Managers Navigation & Coal Trade Cold Port London Voyage  
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Middle Rocks Quay  
in Donkey Boilers (State name of Dock.)

ast Report No. Port  
Particulars of Examination and Repairs (if any) Reckwig  
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.  
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  
as 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 " " "  
this was not done, state for what reasons?  
Did 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) Cased  
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 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 One  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?  
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  
New Name for Reckwig Vessel in Dry dock. Examined propeller and outside fastenings of sea connections and stern bush.

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, R.S. 9, 11, E.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)  
is eligible in my opinion to remain as classed by the Sunderland Surveyors.

Survey Fee (per Section 29) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ : :  
Committee's Minute TUE 4 OCT 1938  
Assigned See E.E. machy rpt.

M. Caldwell 2020  
Engineer Surveyor to Lloyd's Register of Shipping.

