

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

(Received at London Office 17 AUG 1946)

Date of writing Report 16. 8. 46 When handed in at Local Office 16. 8. 46 Port of NEWCASTLE ON TYNE

No. in Reg. Book 85418 Survey held at South Shields Date First Survey 2/8/46 Last Survey 7-8-1946
 on the Machinery of the Wood, Iron or Steel S.S. YEWFOREST ex EMPIRE FENCHURH (No. of Visits 3)

Tonnage { Gross 1047 Vessel built at Aberdeen By whom J. Lewis & Sons Ltd When 1945
 Net 569 Engines made at Aberdeen By whom J. Lewis & Sons Ltd When

Nominal Horse Power _____ Boilers, when made (Main) _____ (Donkey) _____

No. of Main Boilers _____ Owners John Stewart & Co Shipping Managers' Address _____
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers _____ Managers _____ Port Glasgow Voyage _____

Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) _____

in Donkey Boilers _____

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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. 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 the screw shaft now been drawn and examined? 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 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 vite 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/or 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

Now done: - No machinery parts were opened up at this time. All exposed parts examined and so far as seen found satisfactory. Main boiler, opened up for renewal of feed check valves examined internally & externally, together with safety valves. Boiler examined under steam and safety valves adjusted to the working pressure of 200 lbs. Safety valves are of improved lift type. Feed check valves stamped - Tested 500 lbs LDS. Main engines and auxiliary machinery tried out under working conditions with satisfactory results.

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, E.S. 9,11, H.&M.S. 9,11, L.M.C. 9,11, or R.L.M.C. 140 lb., F.D., &c.)
 CS 3,34,

This report is forwarded for the information of the committee

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

Committee's Minute _____
 Assigned _____

WEB. 28 AUG 1946

no action

Booker 2020
 Engineer Surveyor to Lloyd's Register of Shipping.



003846-003857-0039

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

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

Classification Survey

B S partly held

It is submitted action

be deferred

Bell

26/8/46



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