

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

(Received at London Office

24 FEB 1948

Date of writing Report

When handed in at Local Office 14 FEB 1948

Port of NEWCASTLE-ON-TYNE

No. in Survey held at Wellington Quay / Tyne.

Date. First Survey 18/1/48

Last Survey Feb 12 1948

2960 on the Machinery of the Wood, Iron or Steel

55 Cantick Head.

(No. of Visits FIVE)

Gross 488

Vessel built at Aberdeen.

By whom J. Lewis & Sons Ltd.

Year. Month.

Net 217.

Engines made at "

By whom " " "

When 1921-8

Nominal 66 RHP.

Boilers, when made (Main) 1921

(Donkey)

When 1921

of Main Boilers 156.

Owners A. F. Henry & MacGregor Ltd.

Owners' Address

of Donkey Boilers ✓

Managers

(if not already recorded in Appendix to Register Book.)

Main Pressure

Port Leith

Voyage

Main Boilers 180 lb.

H Surveyed Afloat & in Dry Dock at Clelands Quay & Slipway.

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

Report No. Port

Particulars of Examination and Repairs (if any) BS. Dkg.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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.

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey "

State for what reasons

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

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?

Latest date of internal examination of each boiler

Jan 30 1948

Present condition of funnel Efficient

Has the Surveyor examine the Safety Valves of the Main Boilers?

Yes

To what pressure were they afterwards adjusted under steam? 180 lb / 14"

Has the Surveyor examine the Safety Valves of the Donkey Boilers?

Yes

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Yes

and of the Donkey Boilers?

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

Yes

and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

Yes

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

No

Has it a continuous liner?

Yes

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed?

No

If so, state reasons

Yes

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Yes

State date of examination of Screw Shaft

State the wear down in the

Is electric light and/or power fitted?

Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes

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

Yes. See Electrical Report

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

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

on Slipway, examined propeller, outer end of stem bush & all outside fastenings; all found in good order.

Done for BS. Main boiler examined internally & externally, together with all doors & fastenings, mountings & Safety Valves, the latter afterwards tested under steam to above pressure.

least 7 Tear Repairs:

2 cc back stays renewed.

2 cc side " "

Forward collision shock renewed.

Forward circumferential seam, slightly corroded round bottom, now built up as necessary with F.W.

General Observations, Opinion, and Recommendation: The Machinery of this vessel so far as now

(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 or LMC 140 lb., FD, &c.)

is in an efficient condition & eligible in my opinion to remain as now

recorded with fresh record BS 2/48

Fee (per Section 29) BS.

£ 4 : 0 : 0

Fees applied for

Damage or Repair Fee (if any)

£

20 FEB 1948

Supervision

£

Received by me,

Other expenses (if chargeable)

£

19

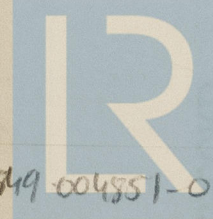
Committee's Minute

FRI. 12 MAR 1948

As now

BS 2, 48

James N. Walker.
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

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

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

Docking.

B.S. due 1-48 how late

Some Stays renewed

Electric light fitted.

It is submitted that this
vessel is eligible for **THE**
RECORD. B.S. 2-48.

J.S.

10-3-48-



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