

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

No. 97791

AUG 30 1939

(Received at London Office)

Date of writing Report 24-8-1939

When handed in at Local Office 29 AUG 1939

Port of NEWCASTLE-on-TYNE

No. in Reg. Book.

Survey held at Jarrow - 1-1-1939

Date, First Survey 15.8.39

Last Survey 24-8-1939

(No. of Visits 4)

Year. Month.

When 1921 10
When 1921Tonnage { Gross 2021
Net 1106

Nominal Horse Power 214

No. of Main Boilers 246

No. of Donkey Boilers

Steam Pressure in Main Boilers 160 lb

in Donkey Boilers

Vessel built at Sunderland

By whom J. Brown & Sons Ltd

Engines made at Sunderland

By whom N.E. James & Co. Ltd

Boilers, when made (Main) 1921

Owners Gas, Light & Coke Co.

(Donkey)

Managers Stephenson Clarke & Co. Ltd

Owners' Address

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

Port London

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Immobile & in safety.

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year and Month of last Survey	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		+ LMC 5.35
5.35		T.S. 5.35 C.L.
2nd. 11.3-9.34		
2nd. 11.1-35		Mail? aft.
Comp. boiler not fitted		

Last Report No. Port

Particulars of Examination and Repairs (if any) 5.35 & 6.35

(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

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? Yes

" " Donkey " " "

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 1st. 16.8.39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 160 lb

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? Yes

, 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? Yes

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? 20

Is it fitted with continuous liner? Yes

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? Yes

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 1/8"

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

Is electric light and/or power fitted? Yes

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? Yes

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 in drydock. Examined propeller, after end of stern bush & outside fastenings of sea connections, main boiler throughout & mountings & safety valves adjusted under steam as above. Repairs:- Set boiler top manhole door 2 nuts removed, lower door 1 nut each removed. Port boiler, Port manhole door 2 nuts removed, set chest 11 smoke tubes removed, other minor repairs.

General Observations, Opinion, and Recommendation:-

The Machinery of this vessel as far

(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, B.S. 9, 11, B.M.S. 9, 11, & L.M.C. 9, 11, or CS 2, 3, 4, 140 lb., F.D., &c.)

as now seen, is eligible in my opinion to remain as classed with fresh runs of 1.6.39

Survey Fee (per Section 20) £ 3 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 20.) £

Travelling expenses (if chargeable) £

Fees applied for

29 AUG 1939

Received by me,

14/9/1939

R.B.

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007930-007937-0205

It is submitted that
this vessel is eligible for
THE RECORD.

BS 839

Y Run
4.9.39

0
0
3

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