

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

(Received at London Office)

27 FEB 1933

Date of writing Report 19 When handed in at Local Office 20/21 1933 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 6031 Survey held at Hebburn Date First Survey 13 Feb Last Survey 18 Feb 1933 (No. of Visits 4)

on the Machinery of the ~~Wood~~ *Inner Steel* S. S. *Cousanchee*.

Tonnage { Gross 5602 Vessel built at Newcastle
Net 3408 Engines made at do.

Nominal Horse Power 505 By whom *Armstrong & Co. Ltd.* When 1912-6

No. of Main Boilers 3 Boilers, when made (Main) 1912 By whom *J. E. Marine Eng. Co. Ltd.* When do

No. of Donkey Boilers 4 Owners *Anglo-American Oil Co. Ltd.* (Donkey) *Yama*

Steam Pressure in Main Boilers 220 Managers *H. F. Wolfe* Owners' Address (if not already recorded in Appendix to Register Book.)

in Donkey Boilers . Port Newcastle Voyage

If Surveyed *Afloat* in Dry Dock *Palmer Dry Dock* (State name of Dock.) *Hebburn*

Last Report No. Port

Particulars of Examination and Repairs (if any) *Eng. & B. S.*

(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 summarized 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*

Do. " Donkey " " " *yes*

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes*

To what pressure were they afterwards adjusted under steam? *220 lbs*

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *"*

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? *yes*

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *3/16*

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

yes one

Vessel placed in dry-dock. Propeller & its fastenings, end of stern bush & the fastenings of the sea connections examined & found in good order.

The main boilers examined in their entirety, found in good condition & their safety valves adjusted under steam to working pressure.

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, B.S. 9,11, B.A.M.S. 9,11, or L.M.C. 9,11 140 lb., F.D., &c.)

The machinery of this vessel, as seen, is in good condition & eligible in my opinion, to remain as classed & to have fresh repairs B. S. 9,33.

Survey Fee (per Section 29) *B. S.* £4 :- :-

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ :- :-

Travelling expenses (if chargeable) £ :- :-

Received by me,

Committee's Minute

Assigned

FRI. 10 MAR 1933

FRI. 27 OCT 1933

FRI. 1 DEC 1933

Edw. A. Ferguson
Engineer Surveyor to Lloyd's Register

008124-008136-0031

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Lloyd's Register
Foundation

General Committee
Thursday, 11th December 1933.

at 10¹⁵ Decision made for
the Com. 233

24
8733

No 2 due 1032.
Year of grace appd

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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