

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

(Received at London Office)

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. 60319 Survey held at Hebburn Date, First Survey 13 Feb Last Survey 18 Feb 1933
 on the Machinery of the Wood Iron Steel S. S. Courchee (No. of Visits 4)

Tonnage { Gross 5602 Vessel built at Newcastle By whom Armstrong & Co. Ltd. When 1912-6
 Net 3408 Engines made at do. By whom J. E. Harrie & Co. Ltd. When do.

Nominal Horse Power 505 Boilers, when made (Main) 1912 (Donkey) Yours
 No. of Main Boilers 3 Owners Anglo-American Oil Co. Ltd. Owners' Address Port Newcastle Voyage do.

No. of Donkey Boilers 4 Managers H. F. Wolfe If surveyed Afloat in Dry Dock Palmer Dry Dock Hebburn
 Steam Pressure in Main Boilers 220 (State name of Dock.)

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

Last Report No. do. Port do.

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

(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 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 vite 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, 11.

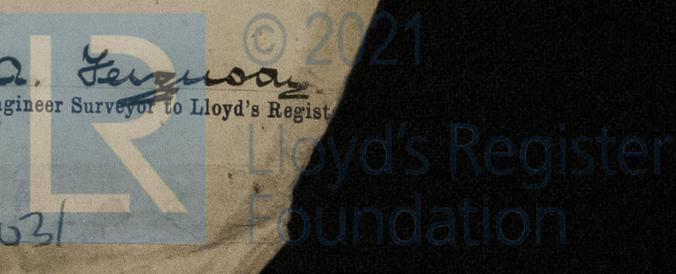
Survey Fee (per Section 29) B. S. £4 : - : -
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £

Fees applied for 25 FEB 1933
 Received by me, Ed. A. Ferguson
 FRI. 10 MAR 1933

Ed. A. Ferguson
 Engineer Surveyor to Lloyd's Register
 FRI. 27 OCT 1933
 FRI. 1 DEC 1933

Committee's Minute
 Assigned Deferred
M. L. 33

008124-008136-0031



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

General Committee
Thursday, 11th December 1933.

at 10¹⁵ AM Decision
Hall Com. *W. J. 233*

W. J.
8/17/33

No 2 due 10 32.
Year of grace app.

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