

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

No. 111948

19 NOV 1954

NEWCASTLE-on-TYNE

(Received at London Office)

Date of writing Report

10

When handed in at Local Office

8 NOV. 1954

10

Port of

No. in  
Reg. Book.

Survey held at

Walsend

Date, First Survey

1-11-54

Last Survey

3-11-54

1954

(No. of Visits)

2

Tonnage

Gross 1966  
Net 1252

Vessel built at

Rodbay Harb

By whom

A/S Rodby Harb Tarnskib

Year.

Month.

Engines made at

Hugoburg

By whom

Mab. Aug. Nurr. AG

When 1920-9

Boilers, when made (Main)

(Donkey)

1920

Nominal  
Horse Power

248

No. of Main Boilers

Owners

Alpha West (England) Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

Port Gibraltar

Voyaged Land up

No. of Donkey Boilers

1

Steam Pressure—  
in Main Boilers

208

in Donkey Boilers

12 1/2

Surveyed in Dry Dock

Lans. DD

(State name of Dock.)

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.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		LMC 11.50
8.52		DBS 11.52
Redoned 11.50		ROG 8.52
SS-Gms 11.50 (DR)		NE made 41
		filters 50

Last Report No.

Port

Particulars of Examination and Repairs (if any) Docking

(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?

" " 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.

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 screw shaft now been drawn and examined? No

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? not Examined.

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 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 guards not removed.

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

Complete

Now Done: vessel placed in dry dock, propeller & outside fastenings of sea connection examined. Sea connection partly opened & examined.

Note: screw shaft between A bracket & stern tube bushes contained in external tubes.

Stated by Owners Representative that vessel has been laid up since last docking & will continue to be laid up but that outstanding surveys will be done before service is resumed.

## 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, B.&M.S. 9.11, & L.M.C. 9.11, or CS 3.34,

The machinery of the vessel, so far as now seen, is in good condition & eligible, in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29)

Late Fee

£ 4 4 0

Fees applied for

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

£

Travelling expenses (if chargeable)

£ 12 -

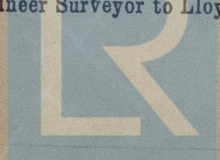
Committee's Minute

Signed

TUESDAY 12 DEC 1954

As noted

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Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

008628-008633-0055

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

TORSIONAL  
ENDORSEMENT CASE.

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



*Decking.*

It is submitted that this  
vessel is eligible to remain  
as CLASSED.

*SS due 11.54  
DBS due 11.53  
base will laid up.*

*SS  
13/12/54*



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