

No. 129927

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

(Received at London Office 17 DEC 1949)

Date of writing Report 25.11.49 When handed in at Local Office 29 NOV 1949 Port of LIVERPOOL

No. in Survey held at Northwich. Date. First Survey 13/9/49 Last Survey 22 Nov 19 49 (No. of Visits 5)

1957 on the Machinery of the ~~WOODHOLM~~ Steel M. BARGE "CASTLEGATE" Year 1928 Month 1

Gross 51 Vessel built at Northwich. By whom W.J. Yarwood & Sons Ltd. When 1928 Month 1

Net 28 Engines made at By whom When

66 Boilers, when made (Main) (Donkey)

Owners Anglo American Oil Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)

Managers Port Liverpool. Voyage

If Surveyed Afloat ~~on slip~~ in Dry Dock Yarwood Works Northwich.

Report No. Port

Particulars of Examination and Repairs (if any) LMC. New Engine

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. None reported

Has a damage report made by anyone else? If so, by whom? None

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? None

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

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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s) None

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 13.9.49 State the wear down in the bush Good fit. 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

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

See Liverpool report No 124893 for removal of old engines, blanking of stem tube, and examination of auxiliary engine and pump.

See London report No 119190.

A new main engine now fitted on board. Russell Newburg type EM4 Diesel

45. L.18, of 66 BHP at 1000 R.P.M., complete with 2 to 1 reduction gear (fluid operated) and reverse gear, attached bilge and circulating pumps, and lub. oil cooler

See London report.

The screwshaft examined and refitted, propeller refitted, blanks removed.

A new short intermediate shaft (tested material) fitted, shafting lined up, chocks and holding down bolts, pipes and connections verified.

Afterwards examined under full working conditions during basin trial.

Reverse gear appears in good condition. (CONTINUED)

General Observations, Opinion, and Recommendation:—The Machinery of this vessel is eligible in my opinion

(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, BAMS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

reinstated in the Register Book with notation of +NE 11.49. Oil Engine.

LMC 11.49. TS (CL) 9.49.

Balance LMC TS 6 13 4

Fee (per Section 29) New Engines 1 0 0

Alterations & Repairs 10 10 0

Special Damage or Repair Fee (if any)

Travelling expenses (if chargeable)

LIVERPOOL - 6 DEC 1949

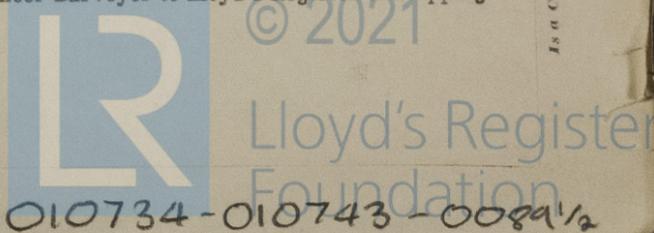
Committee's Minute + LMC 11.49.

Assigned + NE 11.49. T.S. 9.49.

CERTIFICATE WRITTEN (20.1.50)

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



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

CASTLEGATE

The auxiliary set seen running under load, on dynamo and pumps with satisfactory results.

The pumps and pumping arrangements examined. Hand steering gear examined.

Daily service tanks & fittings examined.

Sea cocks & valves examined.

Repairs carried out as necessary.

Electrical Equipment examined started under working conditions. Generator, switchboard, fittings, fuses, cables etc examined. Insulation test carried out. All found satisfactory.

Repairs, new fusebox installed in forward cabin also defective plug & socket renewed. Wiring on deck for navigation lights stripped out & renewed, redundant wiring removed. Remains of wiring fittings reslanted, engine room lighting circuit renewed. Low insulation faults located & removed. Embroidery bathwork reslanted.

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