

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

(Received at London Office 21 DEC 1936)

Date of writing Report 7th Dec 36 When handed in at Local Office 7/12/36 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 76818 Survey held at North Shields Date, First Survey 30 Nov Last Survey 4 Dec 1936
 on the Machinery of the Wood, Iron or Steel Sc "HORDEN" (No. of Visits 4)

Tonnage { Gross 2677 Vessel built at Newcastle By whom Wood Skinner & Co Ltd When 1916-8
 Net 1607 Engines made at -do- By whom N.E. Marine Eng. Co Ltd When 1916

Nominal Horse Power { 329 Boilers, when made (Main) 1916
 No. of Main Boilers 2 Owners Tyndale Shipp & Co Ltd (Donkey)
 No. of Donkey Boilers 1 Managers Kirsof Marshall & Co Owners' Address Newcastle
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock yes Pontoon, Smiths (State name of Dock.)
 in Donkey Boilers ✓

Last Report No. Port Damage B.S.

Particulars of Examination and Repairs (if any)

(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 yes. not required

Was a damage report made by anyone else? If so, by whom? yes. Underwriters Sur.

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 2nd Dec 36 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 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? yes , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓

Has shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 3 1/2

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

Damage - alleged to have been sustained by D. Standing in River Tees 12th Oct 36 when leaving for Aarhus. (2) Standing in River Tyne 10th Nov. 36 bound for Hamburg
how done Damage - Propeller, outside fastenings of sea connections, sea cocks valves (opened out) examined and found in good order
Repair Damage - no repair were deemed necessary
how done B.S. - The Boilers examined together with their safety valves, mountings, doors and fastenings and found or put in safe working order. safety valves adjusted under steam.
Repairs - P.S. whistle valves renewed, P.S. main stop valve seats renewed, all test cocks overhauled & made workable several valves seats machined. Both lower manholes built up and doors refitted

General Observations, Opinion, and Recommendation:— The machinery of this vessel
 (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 L.M.C. 140 lb., F.D., &c.)
so far as now run is in my opinion eligible to remain as classed and to have record of B.S. - 11-36

Survey Fee (per Section 29) B.S. £ 3 : 0 : 0 Fees applied for 18 DEC 1936
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : :
 Committee's Minute FRI. JAN 8 1937
 Assigned See Item 22/21
Wm R. Mc
 John T Smalay
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 011360 - 011367 - 0013