

Rpt. 9.

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

No. 106444

Date of writing Report 20-8-1949 When handed in at Local Office 7-SEP 1949 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Newcastle Date. First Survey 9-8-49 Last Survey 9-8-1949
27329 on the Machinery of the Wood, Iron or Steel SS "SURREYBROOK" ex "LAKELAND" (No. of Visits 1)

Tonnage { Gross 1543 Vessel built at HOBOKEN By whom Antwerp Engineering Co Ltd Year. Month.
 Net 861 Engines made at Sunderland When 1925 4
 Nominal 175 MN. Boilers, when made (Main) 1925 By whom N.E. Marine Eng Co Ltd When 1925
 No. of Main Boilers 2 Owners Williams & Co Shipping Co Ltd (Donkey) ✓
 No. of Donkey Boilers 1 Owners' Address ✓
 Steam Pressure— Managers Leominster Longstaffe & Co Ltd (If not already recorded in Appendix to Register Book.)
 in Main Boilers 180 lbs Port London Voyage London
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat
 (State name of Dock.) Nowdon Dock

Last Report No. 106369 Port ✓

Particulars of Examination and Repairs (if any) Damage

(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? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey " " "

If not, state for what reasons

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?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers?

Present condition of funnel(s) 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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the stern bush

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?
 Engine parts, when referred to by numbers, should be counted from forward.

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

How done for Damage: Attended on board at the request of the Owners Representative to examine damaged propeller. The damage stated to have occurred at 2.55 am. on August 9th 1949 by the propeller striking the Quay Wall whilst entering Nowdon Dock. The main engines were turned under their own power while the vessel lay alongside the quay & on examining the propeller it was observed that about 10" had broken off the tips of two of the blades. The line & thrust shafting & thrust block were examined & appeared to be in order. It is recommended that the damaged propeller be further examined or renewed before the end of December 1949 in dry dock.

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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

good & efficient condition and eligible to remain as classed with no fresh record provided the damaged propeller be examined or renewed before the end of December 1949 in dry dock.

Survey Fee (per Section 29) £ : :

Fees applied for 9 SEP 1949

Special Damage or Repair Fee (if any) £ 3 : 3 : 0

Travelling expenses (if chargeable) £ : :

Received by me, 19

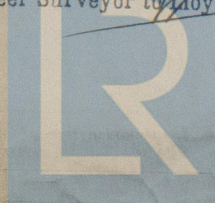
Committee's Minute

FRL 21 OCT 1949

Assigned

As now, subject

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

10029-0137

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd																
	3rd																
	Collective Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]