

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

No. 49984

(Received at London Office JUN 1 1939)

Date of writing Report 19 When handed in at Local Office 31 MAY 1939 19 Port of HULL

No. in Reg. Book. Survey held at Hull Date, First Survey 22.5.39 Last Survey 27.5.1939 (No. of Visits 3)

64233 on the Machinery of the ~~Wood, Iron or Steel~~ K "SOUTHCORTES"

Tonnage { Gross 276 Vessel built at Paisley By whom Bow, M^c Lachland & Co., Ltd. 1918
Net 108 Engines made at Liverpool By whom Furnell, Preston & Co., 1918
Nominal R 61 Boilers, when made (Main) 1918 (Donkey)
Horse Power { Owners J. Shaw & Son, Ltd., Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers 1 Managers Port Hull Voyage Fishing
No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock L.M.C.R. Slipway, St. Andrews Dock.
Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat in Dry Dock L.M.C.R. Slipway, St. Andrews Dock.
in Donkey Boilers 1

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and variation 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

23/5/39

Present condition of funnel efficient

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

yes

To what pressure were they afterwards adjusted under steam? 180 lb. sq.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

yes

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?

yes

, 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?

yes

Is it fitted with continuous liner?

yes

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

yes

Has the shaft now fitted been previously used?

yes

Has it a continuous liner?

yes

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

yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

18"

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

Is electric light and/or power fitted?

yes

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

complete

How Done:-

Recess placed on Slipway. Propeller, sternbush & outside fastenings cleaned & examined, found or placed in good order. Wear down as above.

Boiler examined in its entirety together with Safety Valves and mountings, all found or placed in good order.

For shell plate aperture of centre furnace, neck found grooved on port side, weed out & electrically welded. Existing welding on starboard side examined & remains satisfactory.

Boiler examined under steam & Safety Valves adjusted to the above stated 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, R.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

so far as now seen, is in an efficient condition, & eligible, in my opinion, to remain as classed, with fresh record of B.S. 5,39.

Survey Fee (per Section 29) B.S. £ 2 : 0 : 0

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

Travelling expenses (if chargeable) £ :

Committee's Minute

Assigned

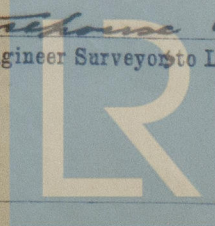
Fees applied for

31 MAY 1939

Received by me,

FRI 23 JUN 1939

W. Stonehouse & John Douglas, Engineer Surveyors to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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[Faint, mostly illegible handwritten text in cursive script, likely from a 17th-century manuscript.]

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