

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

(Received at London Office

MAY -2 1940

Date of writing Report

19

When handed in at Local Office

20/4/40

Port of

NEWCASTLE-ON-TYNE

No. in

Reg. Book

Survey held at

South Shields.

Date, First Survey

8 April

Last Survey

15 April 1940

35228

on the Machinery of the Wood, Iron or Steel

S.S. TOGSTON.

(No. of Visits 4)

Tonnage

Gross 1547

Net 898

Vessel built at

Haverthill Works

By whom

Furness S.B. Co. Ltd.

When 1924. 6

Engines made at

Newcastle.

By whom

N.E. Marine Eng. Co. Ltd.

When 1924.

Nominal Horse Power

166

Boilers, when made (Main)

1924.

(Donkey)

No. of Main Boilers

2

Owners

Broomfield Steamships Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Newcastle.

Voyage

No. of Donkey Boilers

Steam Pressure

180 lb

If Surveyed Afloat or in Dry Dock

Drydock.

(State name of Dock.)

Middle Dock Eng. Co. Ltd.

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 assigned and expired.

Machinery and Boiler Surveys (including date of N.B., if any).

F100A1

4.38

S.S. S.H. N°3-1,3?

Large Bolts not fitted.

F LMC.

M.S. 1,3?

B.S. 12,38

C.L. 1,3?

Last Report No.

Port

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

(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

10-4-40.

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?

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?

None.

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Yes.

, and of the Donkey Boilers?

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?

No

If so, state reasons

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

8-4-40

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

1/4"

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 drydock, propeller, tailshaft, stern bush and underwater valves, cocks, and fastenings examined and found or placed in good condition.

Main boilers examined internally and externally complete with all manholes, doors, their fastenings and all mountings. Safety Valves adjusted to above stated pressures.

Minor repairs effected.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far

(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.)

CS 2,34,

as now seen, is in efficient condition and eligible in my opinion, to remain as classed, with record of survey B.S. 4,40 and C.L. 4,40.

Survey Fee (per Section 29)..... B.S. £ 3 : - : -

Fees applied for

30 APR 1940

Special Damage or Repair Fee (if any)..... £ : : -

(per Section 29.)

Received by me,

Travelling expenses (if chargeable)..... £ : : -

Committee's Minute

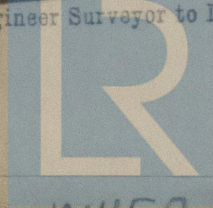
10 MAY 1940

Assigned

H. 40

E. Wilson.

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1150-0260