

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

No. 54004

Date of writing Report 8th Sept. 1941

(Received at London Office)

11 SEP 1941

No. in Reg. Book. Survey held at Cardiff

When handed in at Local Office 10. 9. 1941

Port of CARDIFF

80186 on the Machinery of the Wood Iron or Steel S.S. "NEWBURY"

Date. First Survey 25th Aug. Last Survey 4th Sep. 1941

(No. of Visits) 6

Tonnage { Gross 5102
Net 3196

Vessel built at Pwllheli

By whom R. Dwyer, Esq.

Year. Month.

Nominal Horse Power, 503

Engines made at Furness

By whom R. Dwyer, Esq.

When 1927-1

No. of Main Boilers 3

Boilers, when made (Main) 1927

By whom R. Dwyer, Esq.

When 1927

No. of Donkey Boilers 1

Owners Alexander Shipping & Co. Ltd.

Owners' Address

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

Steam Pressure in Main Boilers 180 lb.

Managers C. J. Alexander Esq.

Port London

Voyage

in Donkey Boilers 1

Surveyed Afloat in Dry Dock B. 20. Queen

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned for special survey.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey	1000	8.2.39
Date of last Survey and of Periodical Surveys.	10.40	CL 8.39
	20.8.39	

Last Report No. Port

Particulars of Examination and Repairs (if any) D.D. S.S.

(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 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? No

" " Donkey " "

If this was not done, state for what reasons As under

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.

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

Present condition of funnel(s) Good

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

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?

, 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

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?

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 27/8/41

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

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

Has done: Vessel drydocked, perfectly, screw shaft, stern bush, and entire fastenings of sea connections examined.

Completion of R.S.: Safety valves of main boilers adjusted under steam as above.

Alteration: A new 10 K.W. steam driven dynamo fitted for de-gaussing purposes. New steam pipe connection for dynamo fitted 360 lbs high pressure with safety fitting. Dynamo No. 1/94747/251 - 1941 by W. H. Allen, Esq. & Co. Dynamo and installation tested by Admiralty officials.

Repairs: Condenser part renewed & tested. Repairs as per license No. C1/369.

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.)

as now run, is in good order and reliable in my opinion to remain as classified, with fresh record of tail shaft seen CL 8.41 and B.S. 10.40. Steam pipes to be examined and tested at a favourable opportunity.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute 26 SEP 1941

Assigned As now subject B.S. 10.40

JOY KENDALL
Engineer Surveyor to Lloyd's Register of Shipping.

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