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7th July, 1936.

Dear Sirs,

The steamer "BLACKHEATH" Messrs. The Caledon S.B. & E. Co. Ltd.'s Yard No. 353, North Eastern Marine Engineering Co. Ltd.'s Engine No. 2844, left Dundee last evening for the River Tyne, where she is to be drydocked by Messrs. Readhead & Co., South Shields.

The following items remain to be examined and reported upon for the completion of the Special Survey on the hull during construction, and for the installing of machinery for the record of S L.M.C. 7-36.

Trials were carried out yesterday off the River Tay ^{when} and/heaving in the anchors, the "Kicker" for the starboard cable jumped out of position, and the starboard gypsy was chipped and damaged. The windlass will be quite efficient, when the "Kicker" is so adjusted as to prevent this happening again, but the Owners propose to carry out an examination of the gypsy at your port, and, if considered desirable, a new gypsy will be fitted.

With regard to the machinery, it was found that neither the steering engine nor the dynamo engine were getting a constant steam supply, even when the reducing valves/

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steamer "BLACKHEATH".

valves were fully opened up. With full boiler pressure at the steering engine, there was an immediate drop of fully 100 lbs. when the rudder was put over. Everything pointed to some obstruction in the auxiliary steam pipe line between the boiler and the reducing valves, or to the pipes being too small. This point has to be investigated and improvements made in the steam supply to these two engines.

Extension spindles have to be fitted to the main and bilge injection valve chests. The tail pipes to the port and starboard bilge suctions in the stokehold have to be straightened to enable a rod to be passed down, for clearing purposes if necessary. The easing gear has still to be fitted to all three boilers; several pipe clips have to be secured, and the lagging and cleading of some of the auxiliary steam pipes remains to be completed. The spare gear has still to be checked on board. When in dry dock, the cone over the propeller shaft nut has to be fitted in place.

Kindly give the above items your attention and report the results of your survey in the usual way, as these items will be mentioned in our First Entry Report as being outstanding.

We are, Dear Sirs,

Yours faithfully,

The Surveyors,
NEWCASTLE-ON-TYNE.

THE SURVEYORS.
Per.

John Houston

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Foundation