

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

(Received at London Office 27 JUL 1936)

Date of writing Report 25<sup>th</sup> July, 1936. When handed in at Local Office 25<sup>th</sup> July, 1936. Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 71720 Survey held at Newcastle-on-Tyne Date, First Survey 7.7.36 Last Survey 17.7.1936  
(No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ BLACKHEATH

Tonnage { Gross 4775 Vessel built at Dundee By whom W. & A. G. & Co. Ltd. When 1936  
Net \_\_\_\_\_ Engines made at Newcastle By whom R. E. Marine Eng. Co. Ltd. When 1936

Nominal Horse Power { \_\_\_\_\_ Boilers, when made (Main) 1936 (Donkey) \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Owners' Address \_\_\_\_\_  
(If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers \_\_\_\_\_ Managers Watts Watts & Co. Ltd. Port London Voyage \_\_\_\_\_

Steam Pressure in Main Boilers \_\_\_\_\_ Surveyed ~~At~~ in Dry Dock Readheads Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

In Donkey Boilers \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port Docking & Comp.Particulars of Examination and Repairs (if any) of Machinery (2.6)

(Periodical Surveys, when held, must be reported in detail and verbatim 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? No

" " 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

Present condition of funnel(s) Good

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

To what pressure were they afterwards adjusted under steam?

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 Boiler?

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

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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

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

Close

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.

The vessel placed in dry dock, the propeller and fastenings of all sea connections examined and found satisfactory.

The outstanding items referred to in the Leith Surveyors Letter dated 7<sup>th</sup> July, 1936, have been dealt with as follows:— Adjustments have been made to the steam and exhaust lines of the steering engine and dynamo engines and these engines are now working satisfactorily; Extension spindles fitted to the main and bilge injection valve chests; straight tell pipes fitted to the port and starboard bilge suction in the stokehold; Raising gear fitted to the main boilers safety valves; pipe clips fitted as required, and the lagging and chalking of the auxiliary steam pipes completed; the spare gear checked and is now complete, and the cone over the propeller shaft nut fitted. On completion of the work the machinery was examined under working conditions off the River Tyne and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in safe

(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.)

working condition and eligible, in our opinion, for classification, and to have the word L.M.C. 7.36 C.C. in the Register Book.

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) £ : : 19

Committee's Minute

Assigned

+ June 7. 36  
W.D. C. L.

FRI 31 JUL 1936

For A.R. Riddell & Self,  
S. B. Forster

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation