

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

(Received at London Office)

22 DEC 1944

Date of writing Report... 20th December, 1944. When handed in at Local Office... 20th December, 1944. Port of... MANCHESTER.

No. in Survey held at... MANCHESTER. Date. First Survey... and Last Survey... 16th Dec. 1944.

70706... on the Machinery of the ~~Wood, Green & Steel~~ S.S. "BLACKHEATH". (No. of Visits... One)

Tonnage { Gross 4637. Vessel built at Dundee. By whom Caledon S.B. & E. Co. Ltd. Year. Month. 1936. 7.

Net 2702. Engines made at Newcastle. By whom N.E. Marine Eng. Co. Ltd. When 1936.

Nominal 404. Boilers, when made (Main) 1936. (Donkey) -

No. of Main Boilers 2SB(Spt) Owners Britain S.S. Co. Ltd.

No. of Donkey Boilers 1 Managers Watts Watts & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 220 lbs. Surveyed in Dry Dock Manchester Drydocks. Port LONDON. Voyage

Aux. Boilers 220 lbs. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING.

(Periodical Surveys, when held, must be reported in detail and serialim 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 not, state for what reasons

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 Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush 3/16"

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 FOR DOCKING. Vessel placed in drydock, propeller, after end of stern bush and all outside fastenings examined and found in order. All underwater cocks and suction valves opened out and examined. It was found that graphisation of the metal was taking place in way of the stuffing box of the main injection valve cover. It is recommended that the cover of the main injection valve be renewed at the next drydocking.

A number of minor repairs effected under M.O.W.T. Licence.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as now seen, is in

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34,

opinion in good condition and eligible to remain as classed in the Register Book without fresh record of survey. It is recommended that the cover of the main injection valve be renewed at the next dry docking.

ext dry docking.

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

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

Travelling expenses (if chargeable) £ : : Received by me,

AGENCE CASE. TUES. 23 JAN 1945

Committee's Minute signed AS now subject

9 Hall Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

7177-0167

Is a Certificate required? If so, to be sent to

La connection examined.
Surveyor recommends main injection
valve cover be renewed at
next dry docking.

It is submitted that
this vessel is eligible to
remain as Classed subject
as recommended.

R.P.
18/1/45.

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REPORT OF SURVEY FOR BELYUKS' & CO. OF ENGINES AND BOILERS