

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

(Received at London Office)

-9 JUL 1941

Writing Report 22nd May 1941 When boarded at Local Office May 26th 41 Port of New York
 Survey held at 27th St Blyz Date, First Survey 11th Mar Last Survey 30th Mar 1941
 on the Machinery of the Wood, Iron or Steel T.S.M.V. Nellfield (No. of Visits 14)
 Gross 6054 Vessel built at Newcastle By whom Tyne Iron & Steel Co. Ltd When 1924-3
 Net 3584 Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd When 1934
 Power 568 Boilers, when made (Main) (Donkey) T924
 Main Boilers Owners Field & Sons S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 2 Managers Huntingdon & Son Ltd Port Newcastle Voyage
 Pressure in Boilers If Surveyed Afloat & in Dry Dock 27th St Blyz Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Donkey Boilers 12040

Report No. Port

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

Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on the body of the vessel should be separated from repairs due to other causes, and the nature of the damage (the cause of which must be stated) should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has considered his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

" " Donkey " " " "

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler?

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Have the screw shafts now been drawn and examined?

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?

Has the shaft now been changed? If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used?

Has it a continuous liner?

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

Is electric light and/or power fitted?

Should 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?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

on done - Vessel placed in dry dock. Port and Star tail shafts examined and outer bushings examined and chock up in good order. All sea cocks, valves and their fastenings opened up examined and found satisfactory.

D.B.S.: - Port and Star donkey examined internally and externally including all boiler mountings and safety valves. Markings drawn and their fastenings and chock up in good order. Safety valves adjusted and working conditions to 120 lbs per square inch.

Port C.S.: - Port Main Engine

No 1-2-5-6. Cylinders, pistons, valves, pistons, rods, crosshead pins over

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good order and no alterations are suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9, 11, D.M.S. 9, 11, & L.M.C. 9, 11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, R.S. 9, 11, D.M.S. 9, 11, & L.M.C. 9, 11, or

eligible in my opinion to remain as now classed with fresh record. C.S. with date when survey is completed. D.B.S. 8-41. T.S. port and Star 3-41

by Fee (per Section 29) C.S. 8 45
 Damage or Repair Fee (if any) D.B.S. 8 30
 Selling expenses (if chargeable) T.S. 8 40
 Total 30 15

Fees applied for

May 29 1941

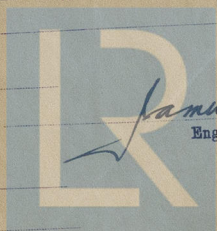
Received by me,

19

Committee's Minute

signed Defered for bank. L.M.C.-C.S.
 D.B.S. 3, 41. T.S. 3, 41.

NEW YORK MAY 28 1941



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

T.S.M.V. Wellfield:

and brasses, guides and shoes. Nos 1-6 Crank pins and brasses. Nos 5-6. main bearings and journals examined and found in order.

Star Main Engine

Nos 1-2-6 Cylinders, Lining, Piston, valves, pistons, rods, crosshead pins and brasses guides and shoes. Nos 3-6 Crank pins and brasses. Nos 3-6. main bearings and journals examined and found in order.

Starting air receivers port and Star sides examined internally and externally with valves and found satisfactory.

Black Bittles for port and star main engines examined and tested to working pressure 1,000 lbs per inch.

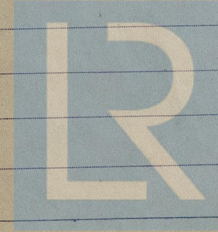
H.P. coils for star main engine examined and tested and found satisfactory.

Condenser opened up cleaned and tested and proven tight.

Generators, motor, switchgear cables and fuses, insulation resistance of the generator circuits and apparatus has been tested and found satisfactory.

Oil fuel burning installation and equipment, pipes, tanks, pumps, valves and connections examined under working conditions and found satisfactory.

J. Campbell



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