

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

(Received at London Office

24 DEC 1941

Date of writing Report 19-12-1941 When handed in at Local Office 22/12/1941 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. 21392 Survey held at Jarvis & Co. Ltd Date, First Survey 26. 11. 41 Last Survey 15 Dec 1941
 on the Machinery of the Wood, Iron or Steel S.S. "Charlbury" (No. of Visits 6)

Tonnage { Gross 4836 Vessel built at Burntisland By whom Burntisland S.B. Co. Ltd When 1940-4
 Net 2801 Engines made at Glasgow By whom H. Brown & Co. Ltd When 1940
 Nominal Horse Power 458 Boilers, when made (Main) 1940 (Donkey) 1940
 No. of Main Boilers 258 Owners Alexander Shipping Co. Ltd. Owners' Address -
 No. of Donkey Boilers 1 Managers Capper, Alexander & Co. Port London Voyage -
 Steam Pressure in Main Boilers 220 lb. If Surveyed Afloat or in Dry Dock Trentonville S.D.
 in Donkey Boilers 220 lb. (State name of Dock.)

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Underwritten Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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) _____

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

Has 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 1. 12. 41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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.

How done:- Repairs, due to damage by enemy action for details of which please see Bureau Aerial Report No. 14563 dated 25.9.41
Vessel in drydock, examined propeller, screw shaft, stern bush, outside fastenings of sea connections, tunnel shafting alignment, L.P. crank removed from vessel checked off marking off labels & in lath & found in order, refitted. Alignment of crank shaft after coupling to thrust coupling checked & found true.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far as was
 (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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
CS 3,31, is, in my opinion, to remain as classed with record of T.S. 12.41 C.L.

Form P.H.1 attached Rpt. 8.

Survey Fee (per Section 29) £ : : Fees applied for 22 DEC 1941
 Special Damage or Repair Fee (if any) (per Section 29.) £ 4 : 4 : 0 Received by me, _____
 Travelling expenses (if chargeable) £ : : _____
 LICENCE CASE. TUE. 13 JAN 1942
 Committee's Minute _____
 Assigned _____

Belhoff
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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