

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

(Received at London Office

3 JUN 1942

Date of writing Report 19 When handed in at Local Office 2-6-1942 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at North Shields Date, First Survey 28th May Last Survey 29th May 1942 (No. of Visits 2)

22320 on the Machinery of the Vessel, Iron or Steel S.S. DARTFORD

Tonnage Gross 4093 Vessel built at Stockton on Tees By whom Smith's Dock Co. Ltd When 1930-10
Net 2414 Engines made at Stockton By whom Blair & Co. (1926) Ltd When 1930

Nominal Horse Power 368 Boilers, when made (Main) 1930 (Donkey)

No. of Main Boilers 3 Owners Britain S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Watts, Watts & Co. Ltd Port London Voyage
Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers — (State name of Dock.) Common / Buoys

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1 12,41 S.S. SHLN 2-39		+L.M.C. 4,39 B.S. 5,41 T.S. 4,41 C.L.

Last Report No. 110, 442 Port Ldn

Particulars of Examination and Repairs (if any) Common / B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes (Steady)

" " 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 28-5-42 Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

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? Yes , 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? Yes , and of the Donkey Boilers? ✓

Has screw shaft 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 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? ✓ 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 ✓

Engine parts, when referred to by numbers, should be counted from forward.

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

Starboard boiler with its mountings & safety valves examined & found in safe working condition
Safety valves of boilers adjusted under steam to the above pressure.
Minor repairs effected to mountings

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

(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., E.D., &c.)

is eligible in my opinion to remain as classed & to have record of B.S. 5,42 as recommended by London Surveyors.

Survey Fee (per Section 29) £

Estimated fee £22.2.0

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

19

Committee's Minute 26 JUN 1942

Assigned

J. H. Matthews 2019
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W163-0004

If so, is the Report sent now, or when will it be sent?

The Surveyors are requested not to write on or behind the space for Committee's Minute.

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

BS dm 5.41 barely full 5.42,
now completed.

It is submitted that
this vessel is eligible for
THE RECORD. BS 5.42.

74
12/6/62.

