

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

14 DEC 1932

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 12-18-1932 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 60846 Survey held at Wallsend Date, First Survey 7 Nov 1931 Last Survey 8-12-1932  
(No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S.S. Dartford

Tonnage { Gross 1076 Vessel built at Stockholm in Swedes By whom Smithy Dock Coy Ltd When 1930-10  
Net 2443

Nominal Horse Power { 366 Engines made at do By whom Blair & Co (1926) Ltd When do

No. of Main Boilers 3 Boilers, when made (Main) 1930 (Donkey)

No. of Donkey Boilers 1 Owners Mountain S & Co Ltd Owners' Address London Voyage   
Steam Pressure in Main Boilers 185 Managers Watts Watts & Coy Ltd Port London

in Donkey Boilers  N. E. W. Coy Way Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) with Superheaters

(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? Not required

Was a damage report made by anyone else? If so, by whom? Underwriter Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " no

If this was not done, state for what reasons? not due for survey

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam? 190 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?  , 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? Yes (7-12-32) 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?  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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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

Superheaters fitted to main boilers see attached report.

all steam pipes taking superheated steam made of solid drawn steel and valve chest & branch pipes of cast steel & tested @ 555 lbs sq.

HP cylinders lined renewed in posit inn, new HP balanced slide valve & false face fitted of posit inn. IP valve overhauled.

IP & HP piston rods & valve spindles ground up in lather & metallic packing made suitable for superheated steam.

new rings fitted in HP & IP pistons.

steering engine overhauled & made suitable for superheated steam.

Lubricating arrangements fitted to cylinders & valves.

Gravitational feed filter fitted.

Main engines tried under steam & all found satisfactory. P.T.O.

## General Observations, Opinion, and Recommendation:—

(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. 2, 11, R.M.S. 2, 11, or L.M.C. 2, 11, 110 lb., F.D., &c.)

Vessel is, so far as seen, in good & safe working condition & eligible in my opinion to remain as classed.

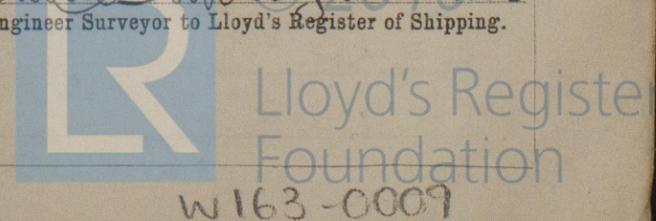
Examination of screw shaft to be recorded 12, 32, 5, 1.

Survey Fee (per Section 29).....	£ : : :	Fees applied for
Special Damage or Repair Fee (if any).....	£ 2 : 2 : 0	<u>13 DEC 1932</u>
Travelling expenses (if chargeable).....	£ : : :	Received by me,

William P. Bates  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 DEC 1932

Assigned As new



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

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

Damage stated due to grounding at Progress on the 28<sup>th</sup> + 29<sup>th</sup>

May 1932.

Propeller, screw shaft + outside fastenings examined + found in order.

Condenser examined + found in order.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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