

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

21 OCT 1927

(Received at London Office)

of writing Report 19 When handed in at Local Office 6. 10. 1927. Port of Newcastle-on-Tyne

Survey held at SOUTH SHIELDS. Date, First Survey 19 AUG. Last Survey 5 Oct. 1927
(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel SS. NEW BRUNSWICK

Gross 6529. Vessel built at BELFAST. By whom HARLAND & WOLFF LTD When 1919-6
Net 4028. Engines made at BELFAST. By whom HARLAND & WOLFF LTD When 1919.

Boilers, when made (Main) 1919. (Donkey) ✓

Main Boilers 358. Owners ELDER LINE LTD. Owners' Address Port LIVERPOOL. Voyage ✓

Managers ELDER, DEMPSTER & CO LTD (if not already recorded in Appendix to Register Book).

Pressure in Boilers 180 LBS. If Surveyed Afloat or in Dry Dock MIDDLE DOCKS & ENG. CO LTD Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers ✓ (State name of Dock.)

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned how expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--------------------------------------|--|
| <u>100 A1.</u> | <u>7-26</u> | <u>LMC. 4-23</u> |
| <u>SS. G.S. No 1</u> | <u>23</u> | <u>BS. 7-26</u> |
| <u>Shelter dk.</u> | | <u>TS. CL 7-26</u> |
| <u>with fbd.</u> | | |

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) +LMC.

Local Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the nature and extent of such repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

Has a special damage report been 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.

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

Where a special damage report has not been made, state for what reasons? ✓

Were there any parts of the Boilers which could not be thus thoroughly examined? ✓

Were any special means, in the absence of internal examination, 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? yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of the 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 Boiler? ✓

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? yes. and of the Donkey Boiler? ✓

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

Has the screw 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? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓

Where a survey is not complete, state what arrangements have been made for its completion and what remains to be done? ✓

done: - Vessel placed in dry dock: - Examined, Propeller, Tail shaft, Stem bush, sea valves & cocks with their fastenings.

Machinery opened up, Examined cylinders, Pistons, slide valves, Rods, main bearings, Tunnel, Thrust & Crank shafting, main engine pumps, condenser tested, auxiliary pumps & pumping arrangement, steam pipes in place, steering engine & windlass.

Boilers opened up & examined internally & externally with mountings, safety valves, man hole doors & fastenings.

Safety valves adjusted under steam to the above pressure by

Repairs completed on account of wear & tear: - Machinery. Bottom ends dressed. Feed pump escape valve springs & valves overhauled. (P.T.O)

General Observations, Opinion, and Recommendation: - The machinery of this vessel as now shown is in good & safe working condition & eligible in my opinion to remain now classed with fresh record + LMC 10.27 & notation of Tail shaft seen.

It is 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, or L.M.C. 9,11, 140 lb., F.D., &c.)

Fees applied for 20 OCT 1927
Received by me, 9.11.1927
R. B. Green & S. M. Green
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 25 OCT 1927
+ dumb 10.27
CERTIFICATE WRITTEN 14.11.27



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

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

S.S. "NEW BRUNSWICK," CONTINUED.

Centrifugal pump: Cylinder valve chamber bored & new valve fitted, Impeller shape renewed.

Weirs Feed pump. Bucket rings renewed & valves in water chamber overhauled & put into good order.

Ballast Pump. Piston rings renewed, buckets renewed, rods skimmed neck & gland bushes renewed, valve chambers bored valves renewed.

Windlass, Start, cable lifter renewed.

Boilers: - Start. 4 combustion chamber stays renewed.

3 " " " nuts off stays caulked.

1 Tube renewed.

Centre furnace saddle, landing caulked.

Centre. 21 combustion chamber stays renewed.

Port. 12 " " " nuts off stays caulked.

3 " " " nuts renewed.

Port furnace saddle landing caulked.

12 Tubes expanded.

circumferential seams on all boilers back & front caulked at bottom.

N.B. - If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

B. L. due 7.27 S.L. No 2. due 6.27 held
downright examined several small
repairs effected due to wear stems

It is submitted that
this vessel is eligible for
THE RECORD. + L. M. C. 10.27

S. 10. 27

[Signature]
22/10/27



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Foundation