

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

No. 81933

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 S.S. NEW BRUNSWICK

Gross 6529.  
Net 4028.

Vessel built at BELFAST.

By whom HARLAND & WOLFF LTD

When 1919-6

Engines made at BELFAST.

By whom HARLAND & WOLFF LTD

When 1919.

Boilers, when made (Main) 1919.

(Donkey)

Owners ELDER LINE LTD.

Owners' Address

(if not already recorded in Appendix to Register Book).

Port LIVERPOOL.

Voyage

Managers ELDER, DEMPSTER & CO LTD

If Surveyed Afloat or in Dry Dock MIDDLE DOCKS & ENG. CO LTD

(State name of Dock.)

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

Report No. Port

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

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, 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 damage report made by anyone else? If so, by whom?

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

Donkey

Has not done, state for what reasons?

Has any parts of the Boilers could not be thus thoroughly examined?

Has any 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?

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

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boiler?

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

and of the Donkey Boiler?

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

and of the Donkey Boiler?

Has the 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 the 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?

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

Has the 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.

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 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.)

is in good & safe working condition & eligible in my opinion to remain now classed with fresh record + L M C 10.27 & notation of Tail shaft seen.

Fee (per Section 25) £14

Damage or Repair Fee (if any) £

Expenses (if chargeable) £

Fees applied for

20 OCT 1927

Received by me,

9.11.1927

Committee's Minute TUES. 25 OCT 1927

dated 10.27

CERTIFICATE WRITTEN

14.11.27

R. B. Green & Sons  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

4200-0157



S.S. "NEW BRUNSWICK" CONTINUED.

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

Weirs Feed pump. Buckets 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. Stand, cable lifter renewed.

Boilers: - Stand. 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

B. L. due 7.27.11. No 2. due 6.27.11  
 down to 11 examined several small  
 repairs effected due to wear stems

It is submitted that  
 this vessel is eligible for  
 THE RECORD. 44. M.C. 10.27

5.10.27

22/10/27



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