

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

No. 75318

(Received at London Office)

TUE. 14 MAR. 1922

Writing Report 19 When handed in at Local Office

7/3/22

Port of

NEWCASTLE-ON-TYNE

Survey held at So. Shields.

Date, First Survey 29 Dec.

Last Survey 2nd Mar. 1922

(No. of Visits 13)

S/S. "GYP"

on the Machinery of the Wood, Iron or Steel

Gross 3338
Net 2116
Red 308
wer 2
in Boilers 2
key Boilers 1
Boilers 180
ey Boilers 100

Vessel built at Stockholm

By whom Craig Taylor & Co.

When 1905-6

Engines made at Middlesboro

By whom Richardson Westgarth & Co. Ltd.

When 1905

Boilers, when made (Main) 1905

(Donkey) 1905

Owners (Becker & Co. Ltd. Engls.)

Port London.

Voyage

If Surveyed Afloat or in Dry Dock Bryham & Cowan's

(State name of Dock.)

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 now expired.	Machinery and Boiler Survey (including date of N.B., if any).
100 A.I.		LMC 5.20
9.21.		B.S. 2.21
ss. Bkn. No 3. 3.16		(CL) TS. 6.21
ss. Cff. No 1 20.		

Report No. Port

Particulars of Examination and Repairs (if any) B.S. TS. & Damage.

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 initials of any letters respecting this case.

In 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 not? Yes. Not required Was a damage report made by anyone else? If so, by whom?

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

New donkey boiler fitted, report attached.

" Donkey " " "

not done, state for what reasons? ✓

Parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boiler? ✓

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? ✓

Shaft now been changed? No. If so, state reasons.

Shaft now fitted new? No. Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Good fit.

If is not complete state what arrangements have been made for its completion and what remains to be done?

Age stated to have been sustained by grounding, whilst on voyage from Queensborough to Port Alfred, from 18th Nov. 1921 to 20th Nov. 1921.
Vessel placed in dry dock. Propeller, tail shaft, stern bush, sea connection & outside fastenings, cylinder, pistons, valves, & general service donkey pump, examined.
New H.P. cylinder fitted, & fold back HP column foot repaired.
Intermediate stop valve fitted with new seat & spindle.
General service donkey pump overhauled, new buckets, & new suction & delivery valves fitted.
Stern bush, lower half, re-wooded.
New propeller fitted.
Stern tube nut tightened.
New donkey feed pump fitted.

P.T.O.

Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as early 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.&H.S. 9.11, or L.M.C. 9.11, or B.S. 9.11, B.D., &c.)
is now in good order, & safe working condition, & in our opinion is eligible to remain classed, & to have fresh record of B.S. 3.22, TS. 3.22, & N.D.B. 3.22

Section 29) £ 4 : 0 : 0 Fees applied for
Section 29.) £ 9 : 9 : 0
Section 29.)
penses (if chargeable) £ : : :
Received by me,
13/3/22

C. W. Stuart & J. McNeillan.
Engineer Surveyors to Lloyd's Register of Shipping.

tee's Minute
B.S. 3.22
N.D.B. 3.22

Lloyd's Register
Foundation
W232-0066

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

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

Damage through pounding, screw shaft and machinery partly caused H.P. cylinder renewed also propeller some small repairs effected

B.S. due 2.22. led to new donkey boiler fitted main Boilers retubed small upues

It is submitted that this vessel is eligible for THE RECORD B.S. 3.22.

N.D.B 22.

S. 3.22.

21/3/22.

The surveyor should be requested to state whether the old B.S. has been removed from the vessel



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s/s "GYP" [contd.]

- For B.S.
- All plan tubes in both main boilers, renewed.
 - 2 screw stays renewed in Star Bdr. centre C.C. back.
 - 1 landing edge crack welded in Port boiler, port furnace.
 - New Donkey Boiler fitted, together with new seatings, tie bars + chocks.

Upon completion of the repairs, the main engines were tried under steam, & found to work satisfactorily, & the safety valves of the main boilers floated, the valves lifting at 180 lbs / sq in.

Also, the safety valves of the Donkey Boiler were adjusted under steam, the valves lifting at 100 lbs / sq in, after which an accumulation test was carried out, the maximum pressure recorded being 105 lbs / sq in.

C. N. Stuart + J. Macmillan