

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)

on the Machinery of the Wood, Iron or Steel s/s. "GYP"

Gross 3338 Vessel built at Stockholm By whom Craig Taylor & Co. When 1905-6
 Net 2116 Engines made at Middlesboro By whom Richardson Westgarth & Co. Ltd. When 1905
 Main Boilers 2 Boilers, when made (Main) 1905 (Donkey) 1905
 Donkey Boilers 1 Owners (Becker & Co. Ltd. Ings.) Port London. Voyage _____
 Pressure Boilers 180 If Surveyed Afloat or in Dry Dock Prigham & 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 Surveys (including date of N.B., if any).
100 A.1.		LMC 5.20
9.21.		B.S. 2.21
ss. Bkn. No 3. 3.16		(CL) TS. 6.21
ss. Eff. 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 any 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 required? Yes. Not required 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes. New donkey boiler fitted, report attached.

Were any parts of the Boilers not examined? Yes. State for what reasons? _____

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? Yes.

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

Did the Surveyor examine the Safety Valves of the Donkey Boiler? Yes. 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? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boiler? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boiler? Yes.

Has the 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? Yes.

Has the shaft now been changed? No. If so, state reasons _____

Has the shaft now been fitted new? No. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

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

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

Damage 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 connections & outside fastenings, cylinders, pistons, valves, & general service donkey pump, examined.

New H.P. cylinder fitted, & forward 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.

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, E.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.O.B. 3.22

Section 28) £ 4 : 0 : 0 Fees applied for 13/3/22

Section 28.) £ 9 : 9 : 0

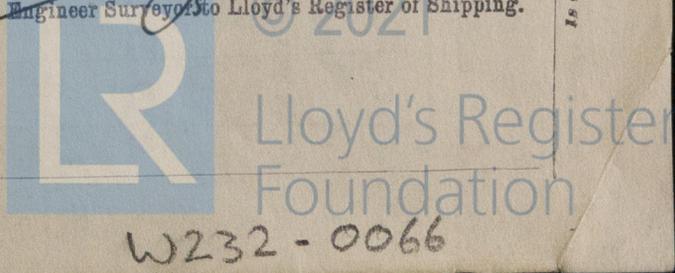
Section 28.) £ : : : Resurveyed by me, [Signature] 1922

Expenses (if chargeable) £ : : :

FRI MAR 24 1922

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

Surveyor's Minute
B.S. 3.22
B.S. 3.22



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 grinding, screw shaft and machinery partly examined. H.P. cylinder renewed also propelled some small repairs effected.

B.S. due 2.22. held to new donkey boiler fitted train boiler 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.

2/3/22.

The survey should be requested to state whether the old BO has been removed from the vessel



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Damage through grinding, screw shaft and machinery partly examined. H.P. cylinder renewed also propelled some small repairs effected.

s/s "GYP" [contd.]

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

Upon completion of the repairs, the main engines were tried under steam. Work found to be satisfactory, & the safety valves of the main boiler 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. McNeill