

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

EST FEB 1945

FEB 1945

Date of writing Report 1/2/45 19... When handed in at Local Office... 19... Port of Hull

No. in Reg. Book. Survey held at Goole Date. First Survey 28/12/44 Last Survey 18/1/45 19... (No. of Visits... 5)

Y0408 on the Machinery of the ~~Wood Iron~~ Steel S.S. "Black Toff"

Tonnage { Gross 1109 Vessel built at Newcastle By whom Wood Skinner & Co Ltd When 1910 5th
 Net 654 Engines made at Sunderland By whom G. Clark Ltd When 1910 -
 Nominal Horse Power 169 Boilers, when made (Main) 1910 (Donkey)
 No. of Main Boilers 2 Owners: 'Toff' J.P. & Co Ltd Owners' Address Middleb'to
 No. of Donkey Boilers 1 Managers: T.H. Donking Am's Ltd (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 and No 2 Dry Dock Port Middleb'to Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock ✓ (State name of Dock.) Push Dock

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage, Gent Exm., Docking T.S.
(Periodical Surveys, when held, must be reported in detail and serially 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 Yes stated not required

Was a damage report made by anyone else? If so, by whom? In P.W. & Sea Transport Surveyors

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

Donkey " " " "

If not, state for what reasons B.S. not done What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 2nd 1/1/45 State the wear down in the stern bush Close fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Tested & found somewhat low

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete Gent Exm (12 mths) Low insulation faults on electrical circuits to be removed.

Damage alleged sustained during operational duties to date. Now done Damage vessel placed in dry dock. Propeller, sternbush, outside fastenings examined placed in order. Screw shaft drawn examined found somewhat serrated & corroded. Skinned considered efficient meantime. On account of annular corrosion at large end of cone it is recommended shaft be again examined before end of January 1944 (2/45). Oil gland renewed. Sternbush re-metalled. Sea inlet valves & cocks spined up examined placed in order. General Examination (2 mths). Machinery generally examined externally, chief Engineer stated no major repairs necessary to date. Tried under steam in dock found efficient.

Electrical circuits megger tested found somewhat low. Local labour conditions did not admit of major repair & S.T.O. urgently required vessel. Owners representative willing to effect all necessary repairs. Considered efficient meantime. Record Exm 1/45 to be assigned when Low insulation faults on electrical circuits have been removed. Ballast pump has been repaired & fitted by Owners. Minor repairs effected. Photographs one. Copy of limit letter.

General Observations, Opinion, and Recommendation: Eligible to remain as classed with fresh record T.S.O.G.

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

1/45 subject to screw shaft being again examined before end of January 1944 (2/45). Record Exm 1/45 to be assigned when survey has been completed.

Survey Fee (per Section 29) Gent Exm £ see Rpt: 8 Fees applied for 1 FEB 1945
 Special Damage & Repair Fee (if any) £ 3:3:- Received by me, 19
 Travelling expenses (if chargeable) £ : : :
 Committee's Minute TUES 20 FEB 1945
 Assigned AS now subjed
S 1. 45

H. Clive James
 Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to