

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

(Received at London Office)

9 FEB 1944

Date of writing Report 3. 2. 44 When handed in at Local Office 3. 2. 44 Port of LIVERPOOL

No. in Survey held at Liverpool Date. First Survey 29/1/44 Last Survey 29/1/44 (No. of Visits One)

Reg. Book. 22598 on the Machinery of the Wood, Iron or Steel S.S. "SALTERSGATE"

Gross Tonnage 3940 Vessel built at Newcastle By whom Thimberland & Co. Ltd When 1924 - 2

Net Tonnage 2387 Engines made at - do - By whom M. S. Marine Eng. Co. Ltd When - do -

Nominal Horse Power 381 Boilers, when made (Main) 1924 (Donkey)

No. of Main Boilers 3 Owners Turnbull & Co. Shipping Co. Ltd Owners' Address - do -

No. of Donkey Boilers ✓ Managers Turnbull & Co. Shipping Co. Ltd Port Liverpool Voyage - do -

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock In Shop

in Donkey Boilers ✓ (State name of Dock.) ARR. Browns

Last Report No. PortParticulars of Examination and Repairs (if any) Steam Pipe

(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

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? ✓

" " Donkey " " "

If not, state for what reasons

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

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? 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

State the wear down in the

stern bush

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

one length of main steam pipe (copper) stated to have been fractured next to flange - flange removed & screw long necked flange now fitted. Pipe tested by hydraulic pressure to Rule Requirements & found satisfactory.

The Owners Superintendent stated that the vessel was proceeding to the Tyne, where the general examination would be dealt with. - Newcastle Surveyors advised -

General Observations, Opinion, and Recommendation: The machinery of the vessel as

(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.)

for as now seen is in good & efficient condition & eligible in my opinion to remain as now classed.

Survey Fee (per Section 29) £ : : ✓ Fees applied for - 4 FEB 1944

Special Damage or Repair Fee (if any) £ 2 : 2 : 0 Received by me, W. H. Jaggott

Travelling expenses (if chargeable) £ : : ✓ 19

Committee's Minute

Assigned

Defers for CompletionGeneral ExaminationW.H.J.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W259-0035

Noted

29

15/2/44

1000

250

Value of cargo

Value of cargo

Value of cargo

Value of cargo

Value of cargo

Value of cargo



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