

# 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"

Tonnage Gross 3940 Vessel built at Newcastle By whom J. Thimberland S. B. Col'd When 1924-2  
Net 2387 Engines made at - do - By whom M. S. Marine Eng. Co. When - do -  
Nominal 381 Boilers, when made (Main) 1924 (Donkey)  
Horse Power 3 Owners Turnbull Scott Shipping Co. Managers' Address  
No. of Main Boilers 3 Managers Turnbull Scott & Co. Port Liverpool Voyage  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock In Shop  
in Donkey Boilers (State name of Dock.) A.R. Browns

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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
T100A1		T.L.M.C -
Leak foreboard 6.43		175 1.36
Examined 5.42		135 6.43
S.S. No. 3-12.36.		T1(C) 6.43

Last Report No. Port

Particulars of Examination and Repairs (if any) Steam Pipe

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

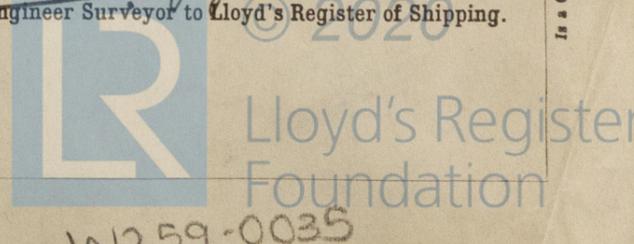
The Owners Superintendent stated that the vessel was proceeding to the Tyne, where the general examination would be dealt with. - Newcastle Surveyors advised.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far 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 (per Section 29.)  
Travelling expenses (if chargeable) £ : : Received by me, 19.

W. H. Jaggott  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned Defers for Completion  
General Examination



W259-0035

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

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

Noted

29

15/2/44

100

1000

250

1000

*[Faint handwritten notes and calculations, including numbers like 1000, 250, and 100]*



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