

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

AUG 10 1939

(Received at London Office)

Date of writing Report 9-8-39 When handed in at Local Office 9/8/39 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 28652 Survey held at South Shields Date, First Survey 20-7-39 Last Survey 25-7-1939 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S.S. "LOLWORTH"

Tonnage { Gross 1969 Net 1154 Vessel built at Sunderland By whom Osbourne, Graham & Co. Ltd When 1920. 4.

Nominal Horse Power { 214 Engines made at Sunderland By whom N. E. Marine Eng. Co. Ltd When 1920

No. of Main Boilers 253 Boilers, when made (Main) 1920 (Donkey)

No. of Donkey Boilers 1 Owners Hudson S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure— in Main Boilers 180 lbs Managers Port London Voyage

in Donkey Boilers If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.) Tyne Dock, Eng. Co. Ltd, South Shields

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and verbatim 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 this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 22-7-39.

Present condition of funnel

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 screw shaft now been drawn and examined?

Is it fitted with continuous liner?

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

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft 20-7-39.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

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?

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

Now done:— Vessel placed in dry dock, propeller, tailshaft, stern bush and all underwater fastenings examined and found or placed in good condition. Boilers examined internally and externally, complete with all manholes, doors, their fastenings and all mountings. Safety Valves adjusted to above stated pressure.

Repairs:— Starboard Boiler. A number of plain tubes expanded and 1 renewed.

Starboard C.C. back plate a number of landing edge fractures cut out & welded by E.P.

Port C.C. back plate, surface laminations cut out and built up by E.P.

Port C.C. a number of C.C. stay nuts renewed.

Port Boiler. A number of plain tubes expanded and a number renewed.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far

(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, E.S. 9, 11, R.&M.S. 9, 11, & L.M.C. 9, 11, or

L.M.C. 140 lb., F.D., &c.)

CS 3, 34.

as now seen, is in good and efficient condition, and eligible in my opinion, to remain, as classed, with fresh record of survey, B.S. 7, 39 and C.L. 7, 39.

Survey Fee (per Section 29) B.S. £ 3 : - : -

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £

Fees applied for

-9 AUG 1939

Received by me,

16/8 1939

Committee's Minute

Assigned

E. Wilson

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 25 AUG 1939

B.S. 7.39

W285-0065 (112)

Lloyd's Register Foundation

Repairs [cont.]:-

Port Boiler:-

Std. C.C. back plate, surface laminations cut out and
plate built up by E.P.

Std. C.C. 1 back end stay nut renewed.

Port C.C. back plate, surface laminations cut out and plate
built up by E.P.

A number of valves and seats machined.

E. Wilson.