

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

(Received at London Office)

21 MAY 1927

Writing Report \_\_\_\_\_ 19 \_\_\_\_\_ When handed in at Local Office 20 MAY 1927 19 \_\_\_\_\_ Port of Sunderland

Survey held at Sunderland Date, First Survey 21-4-27 Last Survey 17-5-27 19 \_\_\_\_\_ (No. of Visits 6)

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

Gross 2568  
 Net 1425  
 Vessel built at Bhepstown, Mon By whom Monmouth S.B. Co. Ltd When 1920 11" mth  
 Engines made at Manchester By whom Mrs. Vickers, Elec. Co. Ltd When 1920  
 Boilers, when made (Main) 1927 (Donkey) 1920  
 Owners Charter Shpg. Co. Ltd Port Cardiff Voyage ✓  
 Managers Lewis & Grove Williams  
 If Surveyed Afloat or in Dry Dock Commissioner's (No. 1)  
 (State name of Dock.) Dry Dock & Greenwell's Quay

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.	Year and month when now expired.	Machinery and Boiler surveys (including date of N.B., if any).
✦ 100.A.1.1, 26.		✦ L.M.C. 2, 25.
S.S. G.L.S. No 1-26.		M.B.S. 1, 26.
		A.S.(C.L.) 2, 25.
		12.26
		W.T.B.

Report No. \_\_\_\_\_ Port \_\_\_\_\_ Particulars of Examination and Repairs (if any) Deck & Fitting new Boilers

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 if 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 has performed his services for this purpose, and why they were declined

Special damage report made by anyone else? If so, by whom? ✓

Did Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Did Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

Where 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? Two New Main Boilers fitted.

Which 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? ✓

Did Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 205 lbs □

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

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

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

Has the screw shaft now been drawn and examined? No 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 the screw shaft now been changed? ✓ If so, state reasons ✓

Has the screw shaft now fitted new? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16

Where any part of the machinery is not complete state what arrangements have been made for its completion and what remains to be done? Survey complete: -

What work has been done: - Vessel placed in Dry Dock & Propeller, Stern Bush & outside fastenings & new connections examined.

What work has been done: - Facing Main Boilers: - Two Water Tube Boilers dismantled and placed ashore, two single ended Marine type Boilers satisfactorily fitted in their place, the Safety Valves afterwards adjusted under steam to the pressure stated above. Particulars see separate Report.

Where stated the Donkey Boiler Survey was held in Hamburg 12, 26.

What observations, opinion, and recommendation: - The Machinery of this vessel as far as is concerned by the Rules is in a good & efficient condition & eligible in my opinion to remain classed with fresh notation ✦ N.B. 5, 27. The notation regarding Water Tube Boilers should now be deleted & particulars as noted on Boiler Report inserted in the Register Book.

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Fees applied for 20 MAY 1927  
 Survey Boilers £ 6.6.0  
 Special Repair Fee (if any) £  
 Expenses (if chargeable) £  
 FRI. 27 MAY 1927

Received by me, A.T. Griffith  
 26.9.27  
 CERTIFICATE WRITTEN 29.9.27

© 2019  
 Engineer Surveyor to Lloyd's Register of Shipping.

+ d. MC - AS 12.26  
 W.T. Plus  
 21.26 + AS 5.27

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

This is a Certificate required by the Rules, to be sent to the Registrar of Shipping.

Water tube Boilers (Cablecock & Wilson type)  
removed & 2 Scotch Boilers built under  
special survey fitted.

Docking.

N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this report is eligible for  
THE RECORD.

+ MEMS 12-26

DBS 12-26

+ NB 5-27.

Delete particulars of  
W.T. Boilers.

Insert 2 L.P. 6cf. (S)

LS 114, HS 4616.

NHP 250.

G.S.A.  
24/5/27.



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