

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

(Received at London Office)

JUL 28 1940

Date of writing Report 22-7-1940 When handed in at Local Office 25/7/1940 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Willington Quay - N. Tyne Date, First Survey 2-7-40 Last Survey 19-7-1940 (No. of Visits 6)40944 on the Machinery of the Wood, Iron or Steel S.S. "Blue Gallcon"Tonnage Gross 712 Vessel built at Selly By whom Cochrane & Sons, Ltd. Year. Month. 1924 6
Net 337 Engines made at Hull By whom Amos Smith, Ltd. When 1924

Nominal Horse Power 82 Boilers, when made (Main) 1924 (Donkey) -

No. of Main Boilers 146 Owners Gallam Shipping Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers - Managers Healop & Robson Port Newcastle Voyage -
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Cleland Shipway
(State name of Dock.)

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) As + Damage

(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? Underwriters' SurveyorDid the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " " " " " " "

If this was not done, state for what reasons? YesAnd what parts of the Boilers could not be thus thoroughly examined? YesAlso 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? YesState latest date of internal examination of each boiler 5-7-40Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? YesDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boilers? YesDid the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? YesHas screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesHas shaft now been changed? No If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesHas the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesState date of examination of Screw Shaft 5-7-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft RewoodedIs electric light and/or power fitted Yes

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YesIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done CompleteDamage stated to have been caused on the 19th June 1940, when lying at anchor

off Greenhithe, in the River Thames, by collision from the S.S. "Westhorn"

Now done:- Vessel on Slipway. Examined propeller, screw shaft, stern bush, outside fastenings,

the main boiler throughout & mountings & safety valves adjusted under steam as above,

stem pipe under water test of 24 lb. donkey pump throughout.

Repairs, Damage:- The main steam pipe found fractured in way of flange, cut at thickness

of flange & flange had a pipe which was examined under a water test of 24 lb. after being annealed.

Donkey pump stem pipe annealed & tested to 24 lb. donkey pump completely overhauled, both

found bent & renewed. Piston pump renewed.

Repairs, Yes & See Stem bush renewed. Shaft lower manhole of boiler built up & refittedGeneral Observations, Opinion, and Recommendation. Yes Main stop spindle renewed. M.P. piston rod skinned up & re-bushed, smooth pins skinned

(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, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or

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

The machinery of this vessel, as far as now seen, is suitable in my opinion to

remain as classed with fresh records of B.S. 7.40 & T.S. 7.40 C.L.

Survey Fee (per Section 29) £ 2 : 0 : 0 Fees applied for 25 JUL 1940Special Damage or Repair Fee (if any) £ 2 : 2 : 0 Received by me, 19Travelling expenses (if chargeable) YesCommittee's Minute TUE: 6 AUG 1940Assigned Bo 7.40

10m. 11.30. Transfer Ink. (MADE AND PRINTED IN ENGLAND)

The Surveyors are requested not to write on or below the space for Committee's Minute.

Lloyd's Register

F340-0821