

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

RETAIN

Received at London Office SEP 20 1938

Date of writing Report 16th Sept 1938. When handed in at Local Office 17th Sept 1938. Port of NEWCASTLE-on-TYNE.

No. in Reg. Book. Survey held at Janow Date, First Survey 2nd Sept. Last Survey 14th Sept 1938
72531 on the Machinery of the Wood Iron or Steel CLEARTON. (No. of Visits 5)

Tonnage { Gross 5219 Net 3209 Vessel built at Stockton By whom Richardson Duck & Co. Ltd. When 1919-9
Engines made at do By whom Blair & Co. Ltd. When 1919
Nominal Horse Power { 397 Boilers, when made (Main) 1919 (Donkey) N. 9.38.
No. of Main Boilers 250. Owners R. Chapman & Son Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Newcastle Voyage
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Mercantile D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers ~~100 lbs~~

Last Report No. Port

Particulars of Examination and Repairs (if any) Dkg & Fitting N.D.B.

(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? No

" " Donkey " " " No

If this was not done, state for what reasons? Main boiler not due for survey. New Donkey boiler fitted.

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. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? Not due.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? 100 lbs/0"

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? None.

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? yes

Has 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 shaft now been changed? 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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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 Complete.

Now done: Vessel placed in dry dock. Propeller + all outside fastenings examined.

New Donkey Boiler now fitted. For particulars of boiler see Middlesbrough First Entry Report No. 16401 herewith.

The feed & steam pipes have been altered to suit, annealed & satisfactorily tested as per Rule. New boiler marked

Nº6950, LLOYDS TEST 200 lbs/0"
W.P. 100 lbs/0" RM. 30.8.38

The safety valves adjusted to 100 lbs/0" & accumulation test carried out with satisfactory results.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(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 CS 3,34, 140 lb., F.D., &c.)
is eligible in my opinion to remain as classed with notation of + N.D.B. 9.38 + the vessel's name to be deleted from the S.A.L.

Survey Fee (per Section 20) £ 2 : 2 : 0 Fees applied for 19 SEP 1938
Special Damage or Repair Fee (if any) (per Section 29.) £
Travelling expenses (if chargeable) £
Committee's Minute
Assigned Nº 38

Received by me, 19/10/38
TUE 4 OCT 1938
MK 21/10.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
W 374-0034

If so, is the Report sent now, or when will it be sent?

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

a new douky boiler fitted.

It is submitted that this vessel is eligible for THE RECORD, XNOB 9.38. without special conditions.

L.M. 18/9/38.

Wm - DP from 100 lb.

Vertical boiler fitted. The vessel is eligible for THE RECORD, XNOB 9.38. without special conditions.

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