

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

(Received at London Office)

SEP 20 1938

Date of writing Report 16th Sept 1938When 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.

Year Month. When 1919-9

Nominal Horse Power { 397

Engines made at do

By whom Blair & Co. Ltd.

When 1919

No. of Main Boilers 250

Boilers, when made (Main)

1919

(Donkey) N. 9.38.

No. of Donkey Boilers 1

Owners R. Chapman & Son

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs

Managers

Port Newcastle Voyage

in Donkey Boilers 100 lbs

If Surveyed Afloat or in Dry Dock Mercantile D.D.

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 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? 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/sq"

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

N26950, LLOYDS TEST 200 lbs/sq"

W.P. 100 lbs/sq" RM. 30.8.38

The safety valves adjusted to 100 lbs/sq" & 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, S.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 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

Special Damage or Repair Fee (if any) £

(per Section 29.)

Travelling expenses (if chargeable) £

TUE 4 OCT 1938

Received by me,

19/10/38

Committee's Minute

Assigned

N.D.B. 38

with/out all cond

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 374-0034

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

28/9/38.

Thurs - DB from 100 St.

Lloyd's Register
Foundation

Rpt.