

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

19 JAN 1933

(Received at London Office)

NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 18/11 1933 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 61259 Survey held at Wallsend-on-Tyne Date, First Survey 20 Dec/32 Last Survey 16 Jan 1933 (No. of Visits 10)

on the Machinery of the Wood, Iron or Steel S.S. Dulwich

Tonnage Gross 1080 Net 914 Vessel built at Stockton-on-Tees By whom Smiths Dock Co. Ltd. When 1931-3

Nominal Horse Power 364 Engines made at do By whom Blair & Co. When do

No. of Main Boilers 3 Boilers, when made (Main) 1931 Owners' Address London (Donkey)

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

Steam Pressure in Main Boilers 185 Managers Watts Watts & Co. Ltd. Port London Voyage ✓

in Donkey Boilers ✓ Surveyed Afloat or in Dry Dock Merchantile D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) Docking & fitting superheaters

(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? ho

Do. " Donkey " ✓

If this was not done, state for what reasons? not due for survey

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? ✓

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

To what pressure were they afterwards adjusted under steam? 190 lbs.

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? ho

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? ho

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8

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

Main Boilers fitted with superheaters See separate report.
all steam pipes taking superheated steam made of solid drawn steel & tested to 555 lbs. \square

Cast steel valves & connecting tested to 555 lbs. \square

Recylinder lines & HP slide valves & cage renewed in best iron.

HP slide valves face rehaunched.

HP & LP pistons taken to shop & reconditioned & made

HP piston rod renewed in forged steel.

HP valve spindle & LP piston rod & valve spindle ground up in lathe.

Intallic packing suitable for superheated steam fitted

& HP & LP piston rods & valve spindle

General Observations, Opinion, and Recommendation:—The machinery of this

(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, R.M.S. 9, 11, or L.M.C. 9, 11, 14, 16, F.D., &c.)

Vessel is, so far as seen, in good & safe working condition & eligible in our opinion to remain as classed

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

TUE 31 JAN 1933

Assigned

arrow.

William Bates
Engineer Surveyor to Lloyd's Register of Shipping.

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W384-0128/2

Lloyd's Register
Foundation

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

10m. 7.32.—Transfer Ink.

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

Is a Certificate required? If so, to be sent to

S/S Dulwich

Steering engine overhauled & made suitable for using superheated steam.

Lubricating arrangements fitted for cylinders & slide valves.

Gravitation feed filter fitted.

Safety valves adjusted under steam.

Main engine tried under steam & all found in good & safe working condition.

William Butler.

Docking:-

Propellers underwater fastenings examined & all found in good condition.

Geo. A. Ferguson.

RETAIN



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