9.

No. 98463

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

(Received at London Office APR 30 1940)

writing Report 19 When handed in at Local Office 19/4/40 19 Port of NEWCASTLE-ON-TYNE

Survey held at Newcastle on Tyne Date, First Survey 11th Mar. 1940 Last Survey 15th april 1940 (No. of Visits 8.)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S "FIRCREST" ex "PRERADOVIĆ."

Gross 5341
Net 3418
l wer 519
ain Boilers 3. SB.
nkey Boilers ✓
essure— Boilers 227 lbs
key Boilers

Vessel built at Vegesakt By whom Bremer Vulkan When 1907. (Year. Month.)
Engines made at ditto By whom ditto When 1907
Boilers, when made (Main) 1907 (Donkey) ✓
Owners Crest Shipping Co Owners' Address (if not already recorded in Appendix to Reg ster Book.)
Managers Port LONDON. Voyage
~~If~~ Surveyed ~~Afloat or~~ in Dry Dock Swan Hunter & Wigham Richardson Ddks (State name of Dock.)

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1		LMC 4.38
8.39		BS. 8.39.
SS Spt 2nd No 3 - 2.34		TS & N. 12.37
SS Rot. No 1 - 38		

Report No. Port

iculars of Examination and Repairs (if any) Docking.

l Surveys, when held, must be reported in detail and seriatim 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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the nd initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he ed his services for this purpose, and why they were declined

amage report made by anyone else? If so, by whom?

urveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" Donkey " " " ✓

s not done, state for what reasons? ✓

parts of the Boilers could not be thus thoroughly examined? ✓

t special means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? ✓

st date of internal examination of each boiler ✓ Present condition of funnel(s) good

urveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

urveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

urveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

w 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? No

now been changed? If so, state reasons

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?

of examination of Screw Shaft ✓ State the distance between lignum vitæ ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft 9/64"

ine parts, when referred to by numbers, should be counted from forward. Is electric light and ~~or power~~ fitted Yes

the Surveyor examine the generators, motors, switchgear, cables and fuses? No

nsulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? ✓

rvey is not complete, state what arrangements have been made for its completion and what remains to be done

Now done; Vessel placed in dry dock. Propeller, aft end of stern bush and shell fastenings of sea connections examined and found in good condition.

S.R.L. Boiler Repair: See Cardiff Rpt 53051 — The defective Stay tube in the Centre Boiler port wing nest has now been removed, the C C tube plate hole was tapped a suy larger and a solid stay (2" dia swelled at ends and threaded to suit) has now been fitted in lieu of a tube. as a permanent repair.

ral Observations, Opinion, and Recommendation:— The machinery of this vessel

te 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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

so far as now seen, is in good safe working condition & eligible in my opinion, to remain as classed without restriction regarding the Stoppered stay tube in Centre Boiler.

e (per Section 29) £ ✓ :
amage or Repair Fee (if any) (per Section 29.) £ :
expenses (if chargeable) £ :

Fees applied for 19
Received by me, 19

A Watt
Engineer Surveyor to Lloyd's Register of Shipping.

JUL 17 MAY 1940

ittee's Minute

ned As now Without opl Cond

W394-006

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Ly Stockless, state Mechanical Tests

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

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

A defective stay tube in centre boiler replaced by a stay

It is submitted that this vessel is eligible to remain as CLASSED.

Without Special conditions

Hew
3.5.40