

Report 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**

on the Machinery of the ~~Wood, Iron or Steel~~ **9/8 "FIRCREST" ex "PRERADOVIC."** (No. of Visits **8**)

Gross **5341** Vessel built at **Vezesakt** By whom **Bromer Vulkan** Year. Month. **1907**

Net **3418** Engines made at **ditto** By whom **ditto** When **1907**

519 Boilers, when made (Main) **1907** (Donkey)

Main Boilers **3. SB.** Owners **Crest Shipping Co** Owners' Address (if not already recorded in Appendix to Register Book.)

Managers **Managers** Port **LONDON** Voyage

Boilers **227** # Surveyed **Afloat or in Dry Dock** **Swan Hunter & Wigham Richardson Docks** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **Docking.**

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on 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 initials of any letters respecting this case.

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
100A1		LMC 4.38
8.39		BS. 8.39.
SS Spt 2nd to 3-2.34		TS U.N. 12.37
SS Rot. Vol - 38		

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

Special 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?

Donkey " " "

If not done, state for what reasons? _____

Were parts of the Boilers could not be thus thoroughly examined? _____

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

What was the last date of internal examination of each boiler? _____ Present condition of funnel **good**

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? _____

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 Boilers?

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

Has the 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? **No**

Has the screw shaft now been changed? If so, state reasons _____

Has the screw 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 water~~ of stern bush and top of after bearing of screw shaft **9/64"**

Were the fine parts, when referred to by numbers, should be counted from forward? _____ Is electric light and/or power fitted **Yes**

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

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

Where the survey 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 size 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.

General Observations, Opinion, and Recommendation: - **The machinery of this vessel is in good safe working condition & eligible in my opinion, to remain as classed without restriction regarding the Stoppered stay tube in Centre Boiler.**

Fees applied for

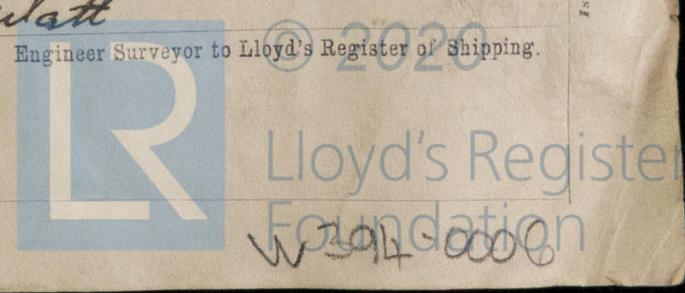
Damage or Repair Fee (if any) £ _____

Expenses (if chargeable) £ _____

Received by me, **A Watt**

Committee's Minute _____

As now Without Spl Cond



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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 caulk holes
replaced by a stay

It is submitted that
this vessel is eligible to
remain as **CLASSED**,

Without Special Condition

Her

3.5.40

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