

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

Date of writing Report Sept 20th 1940 When handed in at Local Office 20 SEP 1940 (Received at London Office SEP 23 1940) Port of SUNDERLAND

No. in Reg. Book 78262 Survey held at Sunderland Date, First Survey Sept 13th 1940 Last Survey Sept 19th 1940 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel "LETCWORTH"

Tonnage Gross 1317 Net 717 Vessel built at Newcastle By whom Wood Skinner & Co Ltd When 1924 Year. Month. 9
 Engines made at Newcastle By whom R E Marine Eng Co Ltd When 1924
 Nominal Horse Power 179 Boilers, when made (Main) 1924 (Donkey) —
 No. of Main Boilers 2 Owners Watgate SS Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.) Port Newcastle Voyage —
 No. of Donkey Boilers — Managers R S Dalglisgh & R G James
 Steam Pressure in Main Boilers 180 lbs If surveyed Afloat or in Dry Dock Afloat (Run Over)
 in Donkey Boilers — (State name of Dock.)

Last Report No. 98551 Port Nwc

Particulars of Examination and Repairs (if any) BS

(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? yes

" " Donkey " " " "

If this was not done, state for what reasons?

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 Both Boilers 16/9/40 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs 10"

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? yes , 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? yes , and of the Donkey Boilers?

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

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 :- Both Boilers examined internally & externally with mountings, doors & fastenings. Safety valves adjusted under steam to above pressure.

REPAIRS FOR BS :- Minor repairs carried out to mountings on both Boilers

Port Boiler Port Combustion Chamber, 4 water space stays through back plate renewed, odd tubes expanded; Starboard Combustion Chamber, 6 water space stays through back plate renewed, odd tubes expanded; 1 Stud renewed in low manhole door.

NOTE :- New High Pressure Piston rod fitted.

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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as now seen is in order & safe working condition & eligible in my opinion to remain as classed with fresh Record of BS 9,40

Survey Fee (per Section 29) £ 3 : 0 : 0 Fees applied for 20 SEP 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ ✓ : ✓ : ✓

Travelling expenses (if chargeable) £ ✓ : ✓ : ✓

Committee's Minute THE 21 OCT 1940 Assigned BS 9,40

J. Griev
 Engineer Surveyor to Lloyd's Register of Shipping.



W 40-0007

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

Is a Certificate required? If so, to be sent

B. Sheld

a few days to the 21st

piston rods renewed

It is submitted that
this vessel is eligible for
THE RECORD. 18940

B. Sheld

30/9/40



© 2019

Lloyd's Register
Foundation