

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

15 NOV 1939

(Received at London Office

NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 3/11/39 Port of NORTH SHIELDS. Date, First Survey 30/10/39 Last Survey 3-11-1939 (No. of Visits 2)

No. in Survey held at NORTH SHIELDS. on the Machinery of the Wood, Iron or Steel 8/3 HAMSTERLY.

Age { Gross 2160. Net 1261. Vessel built at MIDDLESBROUGH. By whom SMITH'S DOCK CO. LD. When 1925. 1.

ominal se Power 228. Engines made at MIDDLESBROUGH. By whom SMITH'S DOCK CO. LD. When 1925.

of Main Boilers 2.58. Boilers, when made (Main) 1925. (Donkey)

of Donkey Boilers. Owners HARTLEY S.S. CO. LD. Owners' Address (if not already recorded in Appendix to Register Book.)

eam Pressure 180 LBS. Managers RICHLEY, HALVORSEN & SAMPLE. Port NEWCASTLE. Voyage

n Donkey Boilers. If Surveyed Afloat or in Dry Dock SMITH'S PONTON. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port

Particulars of Examination and Repairs (if any) Docking & Damage

Periodical Surveys, when held, must be reported in detail and serially 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.

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

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

" " Donkey " " " "

this was not done, state for what reasons? BS. NOT DUE

id what parts of the Boilers could not be thus thoroughly examined?

so 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?

ate latest date of internal examination of each boiler Present condition of funnel(s) GOOD

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

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

d the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

d the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

d the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

is 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?

is shaft now been changed? If so, state reasons

is 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?

ate 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 3/16

Engine parts, when referred to by numbers, should be counted from forward.

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Propeller, outer end of stern bush, and outside fastenings of sea connections examined and found in good condition.

Vessel docked on account of hull damage.

Damage stated to have been caused through collision with barge "MARIE" on 18/6/39 voyage Tyne to Boulogne, also heavy weather on 26/6/39 voyage Boulogne to Tyne No. 3 & 4 holds flooded.

DAMAGE REPAIRS:- Ballast pump opened up examined now placed in good condition. Water chambers banded & buckets renewed.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as (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, B.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.) seen is eligible in my opinion to remain as classed in the Register Book without fresh record of survey.

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

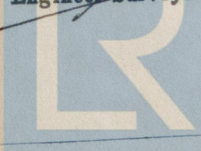
Committee's Minute

Assigned

FRI. 24 NOV 1939

As now

A. E. Munro. © 2019 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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