

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

(Received at London Office

18 NOV 1939

Date of writing Report 16/11/1939

When handed in at Local Office 16/11/1939

Port of MIDDLESBROUGH.

No. in  
Reg. Book.

Survey held at

Middlesbrough

Date, First Survey and

Last Survey 13/11/1939

(No. of Visits 1)

29708

on the Machinery of the

Wood, Iron or Steel SC MIDDLESBRO

Tonnage

Gross 989

Net 403

Vessel built at Newcastle

By whom Hawthorn Leslie &amp; Co. Ltd

When 1924-10

Nominal  
Horse Power

185

Engines made at North Shields

By whom Shields Eng. Co. Ltd

When 1924

No. of Main Boilers

258

Boilers when made (Main) 1924

(Donkey)

No. of Donkey Boilers

180

Owners

Yule &amp; Sons Shipping Co. Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure  
in Main Boilers

180 lb

Managers

Yule &amp; Sons Wharf

Port Newcastle Voyage

in Donkey Boilers

✓

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted  
precisely as in Register Book & Supplements).

CHARACTER. Is for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to last survey.	Machinery and Boiler Surveys (including date of N.E., if any).
+ 100 A.1		+ L.M.C. 5, 37
7, 38		BS 7, 38
SS Mdb no 3-6, 37		SKL 7, 38

Last Report No. 16740 Port Mdb

Particulars of Examination and Repairs (if any) Part 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

If this was not done, state for what reasons? Starboard boiler examined - See Mdb Rpt no 16727.

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 13/11/39.

Present condition of funnel (Satisfactory)

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

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? 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. To complete the safety valves of both boilers require to be adjusted under steam, & work will be done on vessels return in about 1 week's time. Now done; vessel afloat. The port boiler examined in its entirety, & found in order.

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. 5, 11, D.M.S. 5, 11, & L.M.C. 5, 11, or L.M.C. 140 lb., F.D., &c.)

vessel is now in a safe working condition, & eligible to remain as classed with fresh record of BS 10, 39, as recommended in Mdb Rpt no 16727 on completion of the 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) £ : :

Committee's Minute TUE. 28 NOV 1939

Assigned Deferred for Compl. BS

R. J. L. Estlin 19  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

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

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

W422-0040



Mo. due 7.39 advanced  
to complete in one week

It is submitted that this  
vessel WILL BE eligible  
for the record

Mo. 10.39 when  
Safety valves have been  
adjusted

Yours  
23.11.39



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