

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

NOV 15 1939

(Received at London Office)

NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 14 11 1939 Port of **NEWCASTLE-ON-TYNE**

No. in Reg. Book. Survey held at **NORTH SHIELDS.** Date, First Survey **Oct. 25** Last Survey **Nov. 4 1939** (No. of Visits **4**)

22877 on the Machinery of the **Wood, Iron or Steel** **TANKER** **S/S "CREOFIELD"**

Tonnage { Gross **338** Vessel built at **GOOLE** By whom **GOOLE S.S. & REPS Co. (1927) LD.** When **1928** 12.
Net **358** Engines made at **SUNDERLAND** By whom **MACCOLL & POLLOCK, LD.** When **1928**

Nominal Horse Power **160** Boilers, when made (Main) **1928** (Donkey)

No. of Main Boilers **2 S.S.** Owners **FIELD TANK S.S. CO. LD.** Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers **1** Managers **HUNTING & SON, LD.** Port **NEWCASTLE** Voyage
Steam Pressure in Main Boilers **180 LBS.** N° Surveyed Afloat or in Dry Dock **SMITHS. D.D.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers **1**

Last Report No. Port

Particulars of Examination and Repairs (if any) **LOCKING & BS.**

(Periodical Surveys, when held, must be reported in detail and scrutiny 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 **27. 10. 39.** Present condition of funnel **Good**

Did the Surveyor examine the Safety Valves of the Main Boiler? **YES** To what pressure were they afterwards adjusted under steam? **180 LBS.**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **YES** 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? **YES** , 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? **YES** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? **NO** If so, state reasons

Has the shaft now fitted been previously used? **NO** Has it a continuous liner? **YES** 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 **27. 10. 39.** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **1/2"**

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

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

BS:- Port and starboard boilers examined internally and externally with their mountings, doors and fastenings found in good condition; afterwards examined under steam and their safety valves adjusted as stated above.
Oil fuel installation examined under working conditions, also tank valves and deck control gear tested and found in good working order. oil discharge pipes examined and found in good condition.

REPAIRS, ETC. Port boiler one stopped stay tube removed, port lower manhole door refitted.

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, E.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
seen is eligible in my opinion to remain as classed in the Register Book, with fresh record of survey BS 11.39.

Survey Fee (per Section 29) **BS. £ 3 : 0 : 0.** Fees applied for **14 NOV 1939**
Special Damage or Repair Fee (if any) **£ : : :** Received by me,
Travelling expenses (if chargeable) **£ : : :** 19

Committee's Minute **FRI. 24 NOV 1939**

Assigned **BS 11.39**

Redmond J. M. Matthews
Engineer-Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W432-0163

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GREENFIELD

Surveyed by **Wm. Greenfield** on the 11th day of **August** 1881.
At **Greenfield** in the County of **York** and State of **Massachusetts**.
The vessel was found to be in good condition and ready for service.

Particulars of Examination and Repairs.
The engine was found to be in good condition and ready for service.
The boiler was found to be in good condition and ready for service.
The machinery was found to be in good condition and ready for service.

The vessel was found to be in good condition and ready for service.
The engine was found to be in good condition and ready for service.
The boiler was found to be in good condition and ready for service.
The machinery was found to be in good condition and ready for service.

Propeller. The propeller was found to be in good condition and ready for service.
The shaft was found to be in good condition and ready for service.
The hub was found to be in good condition and ready for service.

General Remarks. The vessel was found to be in good condition and ready for service.
The engine was found to be in good condition and ready for service.
The boiler was found to be in good condition and ready for service.

Ad held
It is submitted that
this vessel is eligible for
THE RECORD. 11/11/39
11/11/39