

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

NOV 15 1939

(Received at London Office)

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 **838** Vessel built at **GOOLE** By whom **GOOLE S.S. & REPS Co (1927) LD.** When **1928 12**  
Net **358**

Nominal Horse Power **160** Engines made at **SUNDERLAND** By whom **MacColl & Pollock, LD.** When **1928**

No. of Main Boilers **2 SB** Boilers, when made (Main) **1928** (Donkey)

No. of Donkey Boilers **1** Owners **FIELD TANK S.S. CO LD.** Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers **180 lbs.** Managers **HUNTING & SON, LD.** Port **NEWCASTLE** Voyage

in Donkey Boilers **1** No. Surveyed Afloat or in Dry Dock **SMITHS. D.D.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 **P.S. 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 **1/8"**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? **YES**

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 or placed 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 listed and found in good working order. oil discharge pipes examined and found in good condition.**

**REPAIRS, NET. 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 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) **£ : : :**  
Travelling expenses (if chargeable) **£ : : :** Received by me, **19**

Committee's Minute **FRI. 24 NOV 1939**  
Assigned **BS 11.39**

**R. D. Munro**  
Engineer-Surveyor to Lloyd's Register of Shipping.

**RETAIN**

**Lloyd's Register Foundation**

**W432-0163**

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

