

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

No. 17344

14 APR 1934

(Received at London Office)

Date of writing Report 11 April 1934 When handed in at Local Office 12 4 1934 Port of West Hartlepool

No. in Survey held at West Hartlepool Date, First Survey 19 Mar Last Survey 10 Apr 1924
 eg. Book. 8001 on the Machinery of the Wood, Iron or Steel Sc "WILLOWPOOL" (No. of Visits 13)

Gross 48 15 Vessel built at Stockton By whom Repner & Co. (Stockton) Ltd When 1925 5
 Net 29 48 Engines made at do. By whom Blair & Co. Ltd. When 1925.
 Nominal 434 Boilers, when made (Main) 1925 (Donkey) 1925.
 orse Power }
 o. of Main Boilers 3 SA. Owners Pool Shipping Co. Ltd. Owners' Address Port West Hartlepool Voyage
 o. of Donkey Boilers one Managers Central
 in Main Boilers 180 lb. Surveyed Afloat & in Dry Dock (State name of Dock.)
 in Donkey Boilers 150 lb.

ast Report No. Port
 Particulars of Examination and Repairs (if any) Docking & Alterations

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 repairs 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? ✓

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

Do. " Donkey " Boilers not prepared for Survey.

Was this not done, state for what reasons? Boilers not prepared for Survey.

What parts of the Boilers could not be thus thoroughly examined?

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? ✓

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

To what pressure were they afterwards adjusted under steam? 180 lb.

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? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Is 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? No.

Is shaft now been changed? No. 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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 5/32"

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

Docking:- Vessel placed in dry dock, propeller, outer end of screw shaft and outside fastenings of sea connections examined and found in good order.

Alterations:- A new High Pressure steam cylinder, diameter 25 1/2", having independent steam and exhaust valves fitted to the main engines. The new cylinder was examined during machining, in a finished condition and whilst subjected to hydraulic test pressure of 250 lbs per square inch. The cylinder being, so far as can be ascertained, sound & free from defects. The Intermediate Pressure steam cylinder, fitted with a suitable liner and the diameter of the cylinder reduced to 40". High Pressure piston rod renewed. Smoke pipe superheaters fitted to the three main boilers. The necessary additional steel steam pipes, existing main steam pipes, new cast iron and cast steel valve bodies, these & junctions examined & tested in accordance with Rules requirements. Upon completion the main engines & superheaters examined under working conditions & found satisfactory. Main boiler safety valves adjusted under steam as stated above.

General Observations, Opinion, and Recommendation:- This vessels' Engines & Boilers are now, (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.: thus, for example, S.S. 2, 11, B. & H.S. 2, 11, or L.M.C. 2, 11, 140 lb., E.D., &c.) so far as seen, in good condition and eligible in my opinion to be continued as classed in the Register Book.

Survey Fee (per Section 25) Alterations 23.00 Fees applied for 13 4 1934
 Special Damage or Repair Fee (if any) (per Section 25.) £ Received by me, 11.5 1934
 Travelling Expenses (if chargeable) £
 Committee's Minute TUE 24 APR 1934
 Assigned As now

S. D. Brooke Smith
 Engineer Surveyor to Lloyd's Register of Shipping.

W436-0143

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

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