

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

(Received at London Office)

DEC 27 1939

Date of writing Report 19 When handed in at Local Office 6/12/39 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 35393 Survey held at South Shields Date, First Survey 17 Nov Last Survey 29/11 1939  
(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.S. TOWNELEY

Tonnage { Gross 2888 Vessel built at Newcastle By whom Wood, Skinner & Co. Ltd When 1923-7  
Net 1703 Engines made at " By whom H. E. MacLellan & Co. Ltd When 1923

Nominal Horse Power 337 Boilers, when made (Main) 1923 (Donkey) 1923

No. of Main Boilers 2 Owners Burnett S.S. & Co. Ltd Owners' Address "  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers " Port Newcastle Voyage "

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Dry Dock  
(State name of Dock.) Redheugh

in Donkey Boilers 100

Last Report No. " Port "

Particulars of Examination and Repairs (if any) B.S.

(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.)

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 " " " Yes

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 21-11-39

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? 100 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boilers? Yes

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

, and of the Donkey Boilers? Yes

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

, and of the Donkey Boilers? Yes

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? Yes

Has shaft now been changed? Yes If so, state reasons "

Has the shaft now fitted been previously used? Yes

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? Yes

State date of examination of Screw Shaft Yes

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?

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 Complete

The main boilers & donkey boiler with their mountings & safety valves examined & found in safe working condition.  
Safety valves adjusted under steam to the above pressures.  
Propeller outside fastenings examined & found in order.

Repairs. Minor repairs effected to mountings.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, E.S. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)  
is eligible in my opinion to remain as classified & to have record of B.S. 11,39.

Survey Fee (per Section 29) £ 4:0:0 Fees applied for  
Special Damage or Repair Fee (if any) £ : : 21 DEC 1939  
(per Section 29.)  
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute FRI 19 JAN 1940

Assigned BS 11,39

J. H. Matthews  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W441-0041



