

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

(Received at London Office)

26 SEP 1931

Date of writing Report 19 When handed in at Local Office 23rd Sept 1931. Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Telling. Date, First Survey Aug 21st Last Survey 19th Sept 1931. (No. of Visits 8)

22238 on the Machinery of the Wood, Iron or Steel Se. SR. "GREENBART."

Tonnage { Gross 1407 Net 842 Vessel built at Sunderland. By whom J. Priestman & Co. When 1908-11.

Nominal Horse Power { 140. Engines made at Sunderland By whom N.E. Marine Eng Co Ltd. When 1908.

No. of Main Boilers one. Boilers, when made (Main) 1908 (Donkey) 1908.

No. of Donkey Boilers one. Owners Newbigin Steam Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 140 lbs. Managers E. R. Newbigin. Port Newcastle Voyage

in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock whichever. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) BS.

(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. ☒

Do. " 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? ☒

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lb

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 Boiler? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? 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? ☒

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? ☒

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ☒

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

Now done:- The main & donkey boilers opened out & examined together with their mountings, doors, & fastenings. The Safety valves of the main Boiler adjusted under steam to the pressure stated above.

Repairs. Main Boiler 12 Combustion Chamber stays renewed & 2 holes re-inforced with Electric Welding. Fracture in Port Centre Ce. back plate used out & Electric welded. Pitting in front flanges & along the line of firebars on water side of the Centre low furnaces re-inforced with Electric welding. Pales over drain plug hole on shell of boiler renewed. Studs for blow down valve renewed in back plate of boiler. For! Collision Chock renewed. Aux Donk valve seat renewed. See over R.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel 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, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.) now seen is in a good & efficient condition and in our opinion is eligible to remain as now classed with fresh record of BS 9, 31 and the notation of +NDB 9, 31 to be entered in the Register Book.

Survey Fee (per Section 29) £ 3 : - : - Fees applied for 26 SEP 1931

Special Damage or Repair Fee (if any) (per Section 29.) £ 1 : 1 : - Received by me, 29.10.1931

Travelling expenses (if chargeable) £ : : -

Committee's Minute Fil. 2 OCT 1931

Assigned BS 9, 31

22238

L. J. Skett & T. J. Stoddart
Engineer Surveyor to Lloyd's Register of Shipping.

On examination of the Donkey Boiler the port flange of the front tube plate was found to be badly wasted between rivets. This boiler has now been removed ashore. A new vertical Cochran Boiler No 11454 has now been efficiently secured on board & its Safety valves adjusted under steam to 100 lbs/10". New Boiler marked.

Boiler report attached.

L. J. J. J.

No 19026.
Lloyds Test.
200 lbs.
WP 100 lbs.
L. C. D. 10-9-31

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 5e

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