

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

(Received at London Office)

OCT 1939

Date of writing Report 3-10-39 When handed in at Local Office 4/10/39 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 36584 Survey held at Tarrow - a. T. W. Date, First Survey 21-9-39 Last Survey 3-10-1939
on the Machinery of the Wood, Iron or Steel "Whitewalk" (No. of Visits 4)

Tonnage { Gross 1692 Vessel built at Turcastle By whom Wood Skinner & Co. When 1920-11
Net 998 Engines made at Turcastle By whom Z. I. Marine Eng. Co. Ltd. When 1920
Nominal Horse Power 208 Boilers, when made (Main) 1920 (Donkey) -
No. of Main Boilers 216 Owners Gen. Light Horse Co. Owners' Address -
No. of Donkey Boilers - Managers Stephan Clarke & Sons, Ltd. Port London Voyage Coasting
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock afloat & open sea
in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) As above.

(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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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 25-9-39 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 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? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -, 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? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons -

Has 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 date of examination of Screw Shaft - State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8" Bare

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 Complete.

Work done:- Visual in dry dock, examined propeller, outer end of stern tube, outside fastenings of sea connections, Main Boilers throughout & mountings & their safety valves adjusted under steam as above.

Repairs done & done:- Int Boilers; main stop valves & hydraulic stop valves renewed. L.H. Boiler:- main stop valve renewed, hydraulic stop valve renewed, the down check renewed,

General Observations, Opinion, and Recommendation:-

(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. 9.11, B.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

There seems to be eligible in my opinion to remain as classed with fresh record of B.S. 9.39

Survey Fee (per Section 29) £ 3 Fees applied for 4 00 19
Special Damage or Repair Fee (if any) (per Section 29.) £ - Received by me, 10
Travelling expenses (if chargeable) £ -
G. H. Hulland
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute BS 10 39
Assigned BS 10 39
FRI. 13 OCT 1939



W451-0085

If so, is the Report sent now, or when will it be sent?

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

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

P.L. held
Mountings repaired

It is submitted that
this vessel is eligible for
THE RECORD. *10-39*

10/10/39

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Foundation