

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

(Received at London Office 25 NOV 1932)

Date of writing Report 19 When handed in at Local Office 23-11-32 19 Port of NEWCASTLE-on-TYNE.

No. in Survey held at Wallsend Date, First Survey 28 Oct Last Survey 19-11-1932 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S/S Blythmoor

Gross 6587 Net 4038 Vessel built at Sunderland By whom W Doxford & Sons Ltd When 1922-3

Engines made at do By whom do When do

Boilers, when made (Main) 1928 (Donkey) ✓ Owners Moor Line Ltd

Managers W Guneman & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.) Port London Voyage ✓

Surveyed Afloat or in Dry Dock North Eastern Marine & Middle Docks. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Docking & B.S. + 100 A.I. plates deck with rebored 11-31 S/S 102-31

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 details 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? yes 2-11-32 ✓

Do. " Donkey " " " ✓

Why this was not done, state for what reasons? ✓

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? yes To what pressure were they afterwards adjusted under steam? 180 lbs ✓

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓

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? No.

Has shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/8"

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

Main Boilers examined internally & externally with their mountings found some corrosion in combustion chamber wrapper plates round stays & pins but now stopped, in my opinion the boilers are good & efficient.

Superheaters fitted to the Port & Starboard Boilers.

All main & auxiliary steam pipes taking superheated steam made of solid drawn steel & tested to 540 lbs B"

All cast steel valves & connections fitted or replacing cast iron pipes tested to 540 lbs B"

40 cylinders & valve liners renewed in port in

New balanced slide valve fitted.

40 P & S.P. cylinders, pistons valves & cross examined & overhauled P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel is, so far as seen, in good & safe working condition and eligible in my opinion to remain as classed & have reared B.S. 11-32 in the Register Book.

(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.)

Survey Fee (per Section 29) £ 4 : - : - Fees applied for 24 NOV 1932

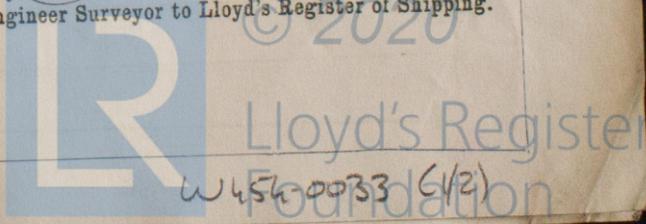
Special Damage or Repair Fee (if any) (per Section 29) £ ✓ : - : - Received by me, 5-12-19 32

Travelling expenses (if chargeable) £ ✓ : - : -

Committee's Minute

Assigned

William Butler & Co. Engineer Surveyor to Lloyd's Register of Shipping.



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

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

S/S "Blythmoor"

IP + P piston rods & valve spindles ground up in lathe & new metallic packing fitted.

New filter tank installed for feed water.

arrangements made for lubricating cylinders & valves by forced lubrication.

All safety valves adjusted under steam.

Engines tried under steam & all found in good order.

William Rutter.

How done:- Vessel placed in dry dock. Propeller, aft end of stern bush & outside fastenings of sea connections examined and found in order.

L. Baskett.