

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

(Received at London Office

25 NOV

Date of writing Report

When handed in at Local Office

23-11-37

Port of

NEWCASTLE-on-TYNE.

No. in Survey held at

Walsend

Date, First Survey

28 Oct

Last Survey

19-11-

1937

(No. of Visits 8)

on the Machinery of the Wood, Iron or Steel

S/S Blythmoor

Gross 6587
Net 4037

Vessel built at

Sunderland

By whom

W. D. Ford & Sons Ltd

When 1922-3

Nominal Horse Power 544

Engines made at

do

By whom

do

When do

of Main Boilers

Boilers, when made (Main)

1928

(Donkey) ✓

of Donkey Boilers

Owners Moor Line Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

Main Boilers

Managers W. Guneman & Co Ltd

If Surveyed Afloat or in Dry Dock North Eastern Marine

(State name of Dock.)

Middle Docks.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned to be expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A. J. plates deck with rebowed 11-31 S/S 102-31		+ LMC 3-31 T S C L 12-31

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Docking
Sitting of superheaters
& 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.

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 2-11-37 ✓

Do. " Donkey " " " " ✓

this was not done, state for what reasons? ✓

Did what parts of the Boilers could not be thus thoroughly examined? ✓

So 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? ✓

, 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 ✓

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 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

pieces tested to 540 lbs B"

40 cylinders & valve liners renewed in port iron

New balanced slide valve fitted.

40 & 20 cylinders, pistons, valves & cross examined & overhauled P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this

(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., &c.)

Vessel is, so far as seen, in good & safe working condition and

eligible in my opinion to remain as classed & have

renewed B.S. 11-37 in the Register Book.

Survey Fee (per Section 29) £ 4 : - : -

Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ : -

Travelling expenses (if chargeable) £ : ✓ : -

Committee's Minute

Assigned

2 DEC 1937

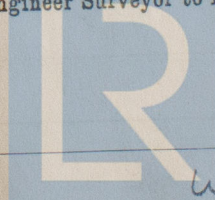
Fees applied for

24 NOV 1937

Received by me,

6-12-1937

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



Lloyd's Register

W 454 0033 (1/2)

S/S "Blythmoor"

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

New filler 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 Butler.

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

L. Prescott.