

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

(Received at London Office)

21 OCT 1939

Date of writing Report 19 When handed in at Local Office 14/10/1939 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 33343. Survey held at South Shields. Date, First Survey 21-9-39. Last Survey 11-10-1939. (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel s.s. "SEARAMBLER".
Tonnage Gross 2327. Net 1374. Vessel built at Sunderland. By whom Esan Hunter & Wigham Richardson Ltd. When 1930. 8.
Engines made at Sunderland. By whom N.E. Marine Eng. Co. Ltd. When 1930.
Nominal Horse Power 217. Boilers, when made (Main) 1930. (Donkey) ✓
No. of Main Boilers 2. Owners Dover Navigation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers Port Dover Voyage ✓
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Drydock. (State name of Dock.) Type Dock Eng. Co. Ltd. South Shields

Last Report No. Port Completion of L.M.C. Particulars of Examination and Repairs (if any) and Damage.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No

" " Donkey " " " ✓

If this was not done, state for what reasons? B.S. not due.

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. Present condition of funnel Efficient.

Did the Surveyor examine the Safety Valves of the Main Boiler? No. To what pressure were they 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? ✓, 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? ✓, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes. 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? No. 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 1-10-39. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32nds. F.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Light.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

Now done for damage stated to have been caused by grounding whilst on voyage from Igarca to Kings Lynn on September 12th 1939. Vessel placed in drydock, propeller, screwshaft, stern bush, all shipside valves, cocks, fastenings, main circulating pump and condenser examined.

Safety valves adjusted to above stated pressure.

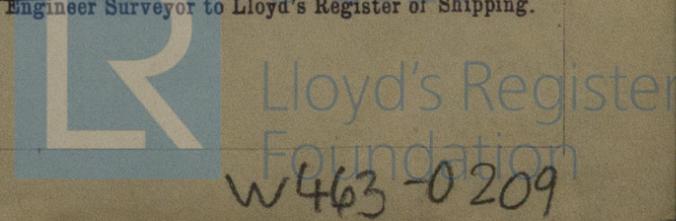
Repairs:— Propeller renewed. 3 blades of old propeller fractured at roots.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel as far as now seen, is in efficient condition and eligible in my opinion to remain as classed, with record of survey C.L. 10, 39, and of F.L.M.C 12, 38 as recommended in Off. Rpt. No. 52734.

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

Committee's Minute FRI. 8 NOV 1939
Assigned + Lmb. 12.38

E. Wilson. Engineer Surveyor to Lloyd's Register of Shipping.



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