

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

(Received at London Office)

FEB 11 1939

Date of writing Report 9 Feb 1939 When handed in at Local Office 10/2/1939 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 61182 Survey held at Blyth Date, First Survey 8 Feb Last Survey 9 Feb 1939 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Le 3rd PARKHILL (ex Glenaroh 38)

Tonnage { Gross 500 Vessel built at Ararossan By whom Ararossan DD & SB Cold. When 1915 Month 5
 Net 190 Engines made at Glasgow By whom Mc Kie Baxter When 1915
 Nominal Horse Power 72R. Boilers, when made (Main) 1915 (Donkey) ✓
 No. of Main Boilers 1 Owners Mr Taylor. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers Port Wethul Voyage -
 Steam Pressure 135 If Surveyed Afloat or in Dry Dock yes Blyth Dk & SB Cold Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers - (State name of Dock.)

Last Report No. Compluss Port Docking.

Particulars of Examination and Repairs (if any) Docking.

(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? no

" " Donkey " "

If this was not done, state for what reasons? Boiler already exd (See Leith Rept. 1939)

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 good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 135 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 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? 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? yes 09.

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft not available

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

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.

How done. - Propeller outside fastenings of sea connections examined and found in good order.

See SR Rept. and Leith Rept. No. 1939. The two lower manholes of this boiler have now been satisfactorily built up and the doors refitted. Safety valves adjusted under steam to 135 lbs.

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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

vessel is, in my opinion eligible to remain as classed and to have record of BS-12-38 as already recommended.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, £ : :
 FRI. 3 MAR 1939

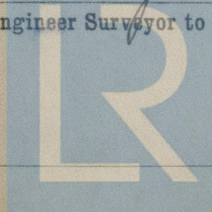
Committee's Minute

Assigned

BS 12.38

John T. Findlay.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W 481-0143

It is submitted that
this vessel is eligible for
THE RECORD.

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28.2.39

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Foundation