

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

(Received at London Office

MAR 23 1938

Date of writing Report 19 When handed in at Local Office 15/3/38 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 31623 Survey held at South Shields Date, First Survey and Last Survey 8 March 1938  
 on the Machinery of the Wood, Iron or Steel "PEGAWAY" (No. of Visits 1)

Tonnage { Gross 1926 Vessel built at Widdlesburn By whom Smith's Dock Co. Ltd. When 1924-5  
 Net 1073 Engines made at — By whom — When 1924

Nominal Horse Power { 201 Boilers, when made (Main) 1924 (Donkey) —

No. of Main Boilers 2 Owners Shell S.S. Co. Ltd. Owners' Address —  
 No. of Donkey Boilers — Managers Witherington & Everett (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 lb. Port Newcastle Voyage —  
 in Donkey Boilers — If Surveyed Afloat or in Dry Dock Tyne Dock Eng. (Dry)

(State name of Dock.)

Last Report No. — Port —Particulars of Examination and Repairs (if any) Rehanging

(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? to

" " Donkey " " " "

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

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? —

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 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? to

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Is electric light and/or power fitted? —

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

how done. Vessel placed in Dry dock. Examined propeller and outside fastenings of sea connections and stern bush.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

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

is eligible, in my opinion, to remain as classed without Fresh Record of Survey

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

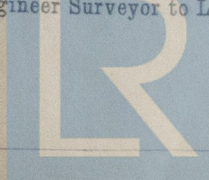
Travelling expenses (if chargeable) £ : : —

Committee's Minute —

Assigned as now

FRI 8 APR 1938

M. Caldwell  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

WS/1-0043



