

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

(Received at London Office MAR 22 1938)

Date of writing Report 16th March 1938 When handed in at Local Office 16th March 1938 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 22440 Survey held at WILLINGTON QUAY Date, First Survey 11th Mar Last Survey 14th March 1938
on the Machinery of the Wood Iron or Steel M.V. CHAGFORD (No. of Visits 3)

Tonnage } Gross 311
 } Net 164 Vessel built at Goolle By whom Goolle S.S. & Rpg. Co. Ltd. When 1937 - 1
Engines made at Köln-Deutz By whom Humboldt-Deutz Motoren AG When 1937
Nominal Horse Power } 70 Boilers, when made (Main) (Donkey) ✓
No. of Main Boilers ✓ Owners A. Harrison (Shipping) Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers _____ Port London Voyage ✓
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Bleland's Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
in Donkey Boilers ✓ (State name of Dock.)

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) DAMAGE & T.S.

(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 Yes, not required
Was a damage report made by anyone else? If so, by whom? Yes, underwriter's Surv.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓
" " Donkey " " " ✓
If this was not done, state for what reasons? ✓
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(s) ✓

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? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes
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 12.3.38 State the distance between ligament or bearing metal of stern bush and top of after bearing of screw shaft Fit.
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

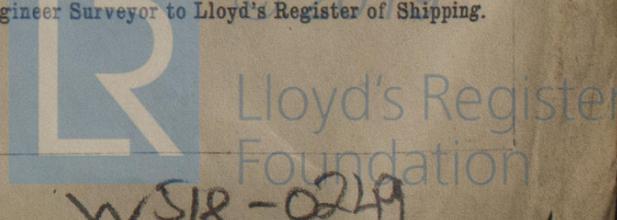
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.
Damage stated to have been caused by propeller striking heavily whilst aground at Rathmullen on the 4th August 1937 whilst on a voyage from Rathmullen to Letterkenny.

Now done: Vessel placed on slipway. Propeller, tail shaft, stern bush, oil gland & all outside fastenings examined & found or put in good order.
One blade of propeller found broken & others damaged. New bronze propeller now fitted & fit on cone verified.

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, S.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 with fresh records of T.S. (OG) ser 3.38.

Survey Fee (per Section 29) £ _____
Special Damage & Repair Fee (if any) (per Section 29.) £ 2 : 2 : 0
Travelling expenses (if chargeable) £ _____
Committee's Minute FRL 8 APR 1938
Assigned As now

Fees applied for 19 MAR 1938
Received by me, 31/3 1938
G Dixon
Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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