

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

(Received at London Office)

MAR 22 1938

Date of writing Report 16<sup>th</sup> March 1938 When handed in at Local Office 16<sup>th</sup> March 1938 Port of NEWCASTLE-ON-TYNE  
 No. in Reg. Book 22440 Survey held at WILLINGTON QUAY Date, First Survey 11<sup>th</sup> Mar Last Survey 14<sup>th</sup> March 1938  
on the Machinery of the Wood Iron or Steel M.V. CHAGFORD (No. of Visits 3)

Tonnage Gross 311 Vessel built at Goole By whom Goole S.B. & Rep. Co. Ltd. When 1937 - 1  
 Net 164 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 London Voyage ✓  
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers ✓ Port London  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Bland's Slipway (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 4<sup>th</sup> 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 record of T.S. (OG) ser 3.38.

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

Fees applied for

19 MAR 1938

Received by me,

31/3 1938

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

WS18-0249