

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

(Received at London Office)

AUG 27 1937

Date of writing Report _____ When handed in at Local Office 21 AUG 1937 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 32269 Survey held at South Shields Date, First Survey 12 Aug Last Survey 19 Aug 1937
(No. of Visits)

on the Machinery of the Wood, Iron or Steel "PYLADES"
 Tonnage Gross 705 Vessel built at Warrington By whom R. Williamson & Son
 Net 294 Engines made at Glasgow By whom Hess & Duncan When 1903-9
 Nominal Horse Power 110 Boilers when made (Main) 1924 (Donkey) - When 1903
 No. of Main Boilers One Owners M. Taylor
 No. of Donkey Boilers - Managers _____
 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Middle Rocks (Ray) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
 in Donkey Boilers ✓ Owners' Address _____ Port Willet Voyage _____

CHARACTER of Special Survey	Date of last Survey and of Periodical Surveys	Years assigned	Machinery and Boiler Surveys (including date of N.B., if any)
+100A.1.	1.37.		+LMC 8'35'
58 Nave	2nd/103-531		+NB. 3.24
58 Lth	101-35		BS. 8'36
			TS. 1.37.

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Liquid test (TS) & BS.

(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? Yes

" " 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 13/8/37. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 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 Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? _____

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? No

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 19/8/37. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

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.

how done. Yessel in Ray dock. Examined / overhauled steam bush and outside fastenings of sea connections. Tail shaft sent to North Eastern Marine for renewal of liner and shaft refitted. Mainboiler examined complete with doors and mountings and safety valves adjusted to same pressure.

Repairs for wear and tear. Tail shaft skimmied up and liner renewed (in one piece). Steam bush unloaded.

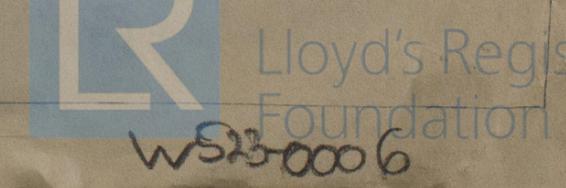
Mainboiler. Both bottom doors E.W. and refitted. Mountings maintained as necessary.

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. 8, 11, B.M.S. 9, 11, L.M.C. 9, 11, or CS 8, 11, 140 lb., F.D., &c.)
Vessel is slightly, in my opinion, to remain as classed with fresh records of B.S. 8'37 and C.L. 8'37 without special credition.

Survey Fee (per Section 29) BS. £ 2 : - : - Fees applied for 26 AUG 1937
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, 30 Aug 1937 £ 10.9

Committee's Minute _____
 Assigned As now, without special cond
 FRI 17 SEP 1937

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



If so, is the Report sent new, or when will it be sent?

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

SEE LIMITATION LIST.

BS 8-37

WS 23-0006