

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

(Received at London Office)

AUG 27 1937

Date of writing Report 21 AUG 1937 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 6)

Tonnage Gross 705 Net 294 Vessel built at Warrington By whom R. Williamson & Son When 1903-9

Nominal Horse Power 110 Engines made at Glasgow By whom Ross & Duncan When 1903

No. of Main Boilers One Owners M. Taylor (Donkey) -

No. of Donkey Boilers - Managers Owners' Address (if not already reported in Appendix to Register Book.)

Steam Pressure in Main Boilers 160 lb. Port Altham Voyage

in Donkey Boilers - If Surveyed Afloat or in Dry Dock Middle Rocks (Ray) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.

Port

Particulars of Examination and Repairs (if any) Limit last (S) & B.S.

(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 boilers 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. Vessel 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. Main boiler 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.

Main boiler. 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. 4, 11, B.S.M.S. 9, 11, & L.M.C. 9, 11, or CS 8, 11, 140 lb., F.D., &c.)

Vessel is eligible, in my opinion, to remain as classed with fresh Record of B.S. 8.37 and C.L. 8.37 without special condition.

Survey Fee (per Section 29) B.S. £2 : - : - Fees applied for 26 AUG 1937

Special Damage or Repair Fee (if any) £ : : : Received by me, 30 Aug 1937

Travelling expenses (if chargeable) £ : : : 10/-

Committee's Minute

FRI 17 SEP 1937

Assigned

AS now, without special cond

BS 8-37

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

Lloyd's Register
Foundation

WS 23-0006