

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

(Received at London Office 28 DEC 1936 15 MAY 1936)

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

Writing Report 9/5/36 When handed in at Local Office 12/5/36 Port of NEWCASTLE-ON-TYNE

Survey held at Blyth Date, First Survey 27/4/36 Last Survey 4/5/1936
(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S/S "TOTNES"

Gross 283 Vessel built at Slidrecht By whom Schps, Baankhoek v/h TN When 1918
(Net 131) Engines made at Hull By whom Amos & Smith When 1918
Main Boilers 36 Boilers, when made (Main) 1918 3.28 (Donkey)
Main Boilers 158 Owners REGENT COASTERS LTD Owners' Address 59 MARISCHAL ST. ABERDEEN
(if not already recorded in Appendix to Register Book.)
Managers Blyth Harbour & Dry Dock Port London Voyage London

Donkey Boilers 200 lb If Surveyed Afloat or in Dry Dock Blyth Harbour & Dry Dock
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (Including date of N.B. if any).
100.A.1		LMC 2,33
8,35.		B.S. 3,35
		NE 5,00
		SS Gms NO3-328 refitted 28
		SS Bly No1-33 N.B. 3,28
		T.S.(C.L.) 3,35

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking T.S. & B.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the nature and extent of such repairs should be briefly summarized at the end of the report. State also the name and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where a special damage report was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler 28/4/36 Present condition of funnel good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs/sq

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 the 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?

Has the 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?

Date of examination of Screw Shaft 24/4/36 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Rewooded lower half

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

Is electric light and/or power fitted?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Work done: - Propeller & fastenings, sea connections and fastenings, & stern bush examined, & found in order. The tail shaft (C.L.) drawn, examined, & found in order. Lower half of stern bush, worn 5/16" down, now rewooded. Sea connections & valves ground in as necessary. The main boiler examined in its entirety, together with the steam pipes & placed in a safe working condition. Safety valves adjusted under steam to 200 lbs/sq. found satisfactory. The upper part of the lower manhole, found locally rusted now built up by electric welding, the door made a good fit & found satisfactory; collision chock, found wasted & now renewed. The ownership of this vessel has now been changed - Please see above.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is now in a safe working condition, & eligible to be main as classed, with fresh record of B.S. 5,36, & classification of T.S.(C.L.) 4,36.

Fee (per Section 29) £ 2 : 0 : 0 Fees applied for 12 MAY 1936

Damage or Repair Fee (if any) £ : : : Received by me, 16.5.36

Printing expenses (if chargeable) £ : : : 18/5

Committee's Minute Deferred TUE. 26 MAY 1936 FRI 12 FEB 1937

Engineer Surveyor to Lloyd's Register of Shipping. R. J. Eastwood

Lloyd's Register Foundation W526-0172

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

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

