

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

(Received at London Office)

Date of writing Report 18<sup>th</sup> May 1933 When handed in at Local Office 19<sup>th</sup> May 1933 Port of NEWCASTLE ON TYNE

No. in Survey held at Newcastle-on-Tyne Date, First Survey 9 Last Survey 16.5.1933  
(No. of Visits One)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. Sr. LOMPOC

Gross 7270 Net 4513 Vessel built at Glasgow By whom D.W. Henderson & Co. Ltd. When 1914-11

Engines made at Glasgow By whom D.W. Henderson & Co. Ltd. When 1914

Boilers, when made (Main) 1914 (Donkey)  ✓

Owners Dear Creek Oil & Shipping Co. Ltd. Managers C. J. Bowring & Co. Ltd. Port Liverpool Voyage Laid up.

Surveyed Afloat or in Dock Pwan, Hunters, Walker Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

1st Report No. 2335 Port Gal General Exam<sup>n</sup> of Boilers

Particulars of Examination and Repairs (if any) as per Circular No. 1613.  100 A 1  L.M.C. 4  
11.30 S.S. H. Ke. N<sup>o</sup> 3-6-27 C.L. 4-29

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 ✓

as 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? See below.

Do. " Donkey " None

Why 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? Not adjusted

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? None , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? no. , and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done ✓

Work done: See Secretary's Letter H.10.5.33.

The starboard after and the forward main boiler examined internally on the fire sides of the furnaces and combustion chambers; the boilers were clean internally and the surfaces lime-washed, the furnaces and combustion chambers had not been cleaned on the fire sides, and the brickwork protections in way of the lower portions of the combustion chamber back plates were not removed. There is a bulge on the bottom of the centre furnace of the starboard after boiler and a short fracture in way of same; there are also some bulges on the bottoms of the centre and starboard furnaces of the forward boiler; otherwise the boilers, so far as could be seen, are generally in good condition. The Owners Consulting Engineer states that the defective furnaces will be dealt with before steam is again raised in the boilers. The starboard after main boiler was filled with water in readiness for raising steam if required and was only examined on the fire sides of the furnaces and combustion chambers, the furnaces and combustion chambers had not been cleaned, and the brickwork protections in way of the lower portions of the combustion chamber back plates were not removed. The safety valves and mountings were not opened up. So far as could be seen the boiler generally is in good condition.

General Observations, Opinion, and Recommendation

(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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

This report is sent for the information of the Committee.

Survey Fee (per Section 28) £ 2 0 0 Fees applied for 18 MAY 1933

Special Damage or Repair Fee (if any) (per Section 29) £ Received by me, A.B. Forster

Travelling expenses (if chargeable) £ 26.5.1933

Committee's Minute TUE. 20 JUN 1933 Assigned Deferred 18 APR 1934 TUE 8 MAY 1934

