

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

(Received at London Office 13 SEP 1939)

Date of writing Report 19... When handed in at Local Office 9/9/39 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book. Survey held at NORTH SHIELDS Date, First Survey 1-9-39 Last Survey 6-9-1939
24499 on the Machinery of the Wood, Iron or Steel S/S "FIRBY" (No. of Visits 4)

Tonnage { Gross 4869 Net 3029 Vessel built at W. HARTLEPOOL By whom W. GRAY & Co. Ld. When 1926 6
Engines made at W. HARTLEPOOL By whom CEN. MAR. ENG. WKS. When 1926
Nominal Horse Power 439 Boilers, when made (Main) 1926 (Donkey) 1926
No. of Main Boilers 3 SB Owners ROPNER SHIPPING CO. Ld. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 SB Managers Port W. HARTLEPOOL Voyage
Steam Pressure in Main Boilers 150 lbs. Surveyed Afloat or in Dry Dock SMITHS, D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
in Donkey Boilers 150 lbs.

Last Report No. Port
Particulars of Examination and Repairs (if any) DOCKING BS Comp. S.R.L.

(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

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? NO

" " Donkey " " " " NO

If this was not done, state for what reasons? SEE SWANSEA RPT.

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) RENEWED

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? 150 LBS/D

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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? YES. If so, state reasons SLACK LINER.

Has the shaft now fitted been previously used? NO Has it a continuous liner? YES Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? NO

State date of examination of Screw Shaft 4.9.39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/12"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Docking:- Propeller, outer end of stern bush, and outside fastenings of sea connections examined found in good condition, found 2 blades broken about mid length. New bronze propeller now fitted.

TS:- Screw shaft (ci) drawn in, examined and found liner excessively slack at after end, this shaft now placed ashore for removal of liner.

Spare screw shaft unused now fitted in place examined and found in good condition

MARKS:- LR N° 6871. 23.3.26 R.D.

T.S. Comp. & S.R.L. Donkey boiler examined under steam and its safety valves adjusted to working pressure as stated above.

REPAIRS W.T. Main funnel renewed.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as

(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, E.S. 9,11, E.D.H.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 in the Register Book, with fresh record of survey BS 5.39 as previously recommended, and screw shaft N.C. sum 9.39.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : Committee's Minute FRI 22 SEP 1939

Assigned BS 5.39 S(11)9.39 without cond

Signature of Surveyor: R. E. Munro. © 2021 Engineer Surveyor to Lloyd's Register of Shipping.



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

WS81-0215

As a Certificate required? If so, to be sent to