

Rpt. 9. No. 87646
Report of Survey for Repairs, &c., of Engines and Boilers.
(Received at London Office 20 OCT 1931)
NEWCASTLE-ON-TYNE

Date of writing Report 15. 10. 31. when handed in at Local Office 17/10/31 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book 2894 Survey held at h/o Shields Date, First Survey 28 Sept Last Survey 15 Oct 1931
on the Machinery of the Wood Iron or Steel S/S "MILLPOOL" (No. of Visits 12)
Tonnage Gross 4218 Net 2707 Vessel built at Stockton By whom Repner & Co When 1906.10
Engines made at - do - By whom Blair & Co Ltd When 1906.
Nominal Horse Power 369 Boilers, open made (Main) 1906. (Donkey) 1924.
No. of Main Boilers 2 Owners Pool Shipping Co Ltd Owners' Address 10, St. James' Place, Port
No. of Donkey Boilers 1 Managers Sir R. Repner & Co Port
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers 100 (State name of Dock.) Smith Dock.

Last Report No. Port M.S.
Particulars of Examination and Repairs (if any) L.M.C. M.B.S. + 100A.1. + L.M.C. 128.
(Periodical Surveys, when held, must be reported in detail and variation 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 summarized 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? ✓
Do. " Donkey " Donkey Boilers under Steam (not due now).
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? ✓
Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lbs/sq. in.
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? ✓, 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? ✓, 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 vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.
Vessel placed in dry dock. Examination made of Propellers & outside fastenings.
Machinery opened & examination made of Cylinders, pistons, slides, rods, spindles, crank, thrust & intermediate shafting & bearings throughout; Condensers (tested); air, circulating, feed & bilge pumps & their valves; general service pump & windlass.
Note: Sea Connections, ballast pump & steering engine examined previously (See West Hartlepool Rpt. 14061). P.T.O.

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. 9.11, B.A.M.S. 9.11, or S.L.M.C. 9.11, 140 lb., F.D., &c.)
The machinery of this vessel is in order & safe working condition & reliable in my opinion to remain as classed with record to L.M.C. M.S. 10.31 M.B.S. 10.31.
Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
Travelling expenses (if chargeable) £ : :
Committee's Minute Assigned

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Special Damage or Repair Fee (if any) £ : : Received by me, 19
Travelling expenses (if chargeable) £ : :
Committee's Minute Assigned

Rpt. 9a. Continuation of Report No. 87646 dated 13/10/31 on the Port of NEWCASTLE-ON-TYNE

S.S. "MILLPOOL"
THICKNESSES IN WAY OF SHELL DRILLINGS (in 1/10ths).

AMIDSHIPS.			FORWARD.			AFT		
In way of Side Bunkers.			Aft of Collision Bulkhead			forward of aft Peak Bld.		
Rule.	P.	S.	Rule	P.	S.	Rule	P.	S.
5 Sheerstroke	12	11½	9	10	10	9	9½	9
Below	12	10½	9	8	8½	9	8	8
	12	10	9	7	7	9	7	7
	12	11	9	9	8	9	8½	9
	12	11	9	7	7	9	7½	7½
	12	11	9	8	7½	9	7½	8
			9	7½	8	9	7	7½
			9			9	7	7

As a Certificate required? If so, to be sent to
C.E.P. AU
J.S.S.