

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

14 JUN 1932

(Received at London Office)

Date of writing Report 24.5.32. When handed in at Local Office 24/5/32 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 28594 Survey held at Una Shields. Date, First Survey 17 May Last Survey 24 May 1932
(No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S/S MILLPOOL

Tonnage Gross 4218 Vessel built at Stockton By whom Ropner & Sons When 1906-10.
 Net 2407 Engines made at - do - By whom Blair & Co. Ltd When 1906.

Nominal Horse Power 367 Boilers, when made (Main) 1906. (Donkey) 1924.

No. of Main Boilers 2 Owners Pool Shipping Co. Ltd Owners' Address W. Hatfield Voyage
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Lieut. R. Ropner & Co. Ltd Port W. Hatfield

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both
(State name of Dock.) Smith's Dock.

In Donkey Boilers 100 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Stockton

Particulars of Examination and Repairs (if any) DBS.

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 or this purpose, and why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓

CHARACTER, Date of last Survey and of Periodical Surveys.	Count of new or repaired.	Machinery and Boiler Survey (including date of N.R. if any)
<u>Floor A.1.</u>		<u>+ L.M.C.</u>
<u>Drum deck</u>		<u>N.S. 10.31.</u>
<u>no sheet 10.31.</u>		<u>M.B. 10.31.</u>
<u>1st. 2nd N°3</u>		<u>DBS. 2.31.</u>
<u>10.31.</u>		<u>T.S. 4.31C.</u>
		<u>NOR 24.</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no.

Do. " Donkey yes.

If this was not done, state for what reasons? Main Boilers not due for survey now.

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? yes. To what pressure were they afterwards adjusted under steam? 100 lbs/sq"

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes. To what pressure were they afterwards adjusted under steam? yes.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? yes.

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? yes.

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? yes.

Has screw shaft now been drawn and examined? no. 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 1/8" complete.

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

vessel placed on pontoon. Examination made of Propeller & outside fastenings.

Donkey Boiler examined internally & externally with mountings, doors & fastenings.

Repairs: Girders plates removed from Combustion Chamber tops & all tops screwed stays renewed. Girders refitted. Mountings overhauled. Safety valves adjusted as above.

Machinery Repairs: Aft tube plate of main Condenser renewed on account of fracture through tube holes across plate.

General Observations, Opinion, and Recommendation:— P.T.O.
(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. 211, B.M.S. 211, or S.L.M.C. 211, or I.B., E.D., &c.)

The machinery of this vessel as far as now seen is in order & safe working condition & reliable in my opinion to remain as classed with record D.B.S. 5. 32.

Survey Fee (per Section 29).....	£	Fees applied for	10
Special Damage or Repair Fee (if any) (per Section 29.).....	£	Received by me,	10
Travelling expenses (if chargeable).....	£		

Dot Fraser
 Engineer Surveyor to Lloyd's Register of Shipping.



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Committee's Minute
 Assigned

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

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