

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

(Received at London Office)

JUN 19 1940

NEWCASTLE-ON-TYNE

Date of writing Report 19... When handed in at Local Office 17/6/1940 Port of

No. in Reg. Book. Survey held at Tyne Dock Date, First Survey 25th May Last Survey 27th May 1940 (No. of Visits 2.)

31152 on the Machinery of the Wood, Iron or Steel S.S. OUSEBRIDGE

Tonnage (Gross 5601 Net 3523) Vessel built at Hamilton Wm & Co By whom J. James S.B. & Co Ltd When 1929-9
Engines made at Middlewich By whom Richard West & Co Ltd When 1929
Nominal Horse Power 477 Boilers, when made (Main) 1929 (Donkey)
No. of Main Boilers 3 Owners North of England S.S. & Co Ltd Owners' Address
No. of Donkey Boilers 1 Managers C. W. & Co Ltd Port W. Hartlepool Voyage
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat Tyne Dock
in Donkey Boilers - (State name of Dock.)

Last Report No. 98339 Port Nwe

Particulars of Examination and Repairs (if any) Damage

(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 Not required

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

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

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

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?

State latest date of internal examination of each boiler Present condition of funnel(s)

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?

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? 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 date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Is electric light and/or power fitted

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

Has 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

Damage stated to have been caused by heavy weather whilst on a voyage Tyne to Vancouver 5th to 12th October 1939 + Vancouver to London Dec 7th to 13th 1939. For further particulars see ship's log books.

At the request of the Owner's Representative attended on board vessel to examine the main engine bedplate - fore side of aft bearing - steel side bottom flange - found flawed between two holding down bolt holes. Now done. A suitable steel patch (welded ribs) to bring bedplate side & bottom flange fitted. Holding down bolts & c. i. shocks in way renewed. All holding down bolts tested & dealt with as found necessary.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, R.S. 9.11, R.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

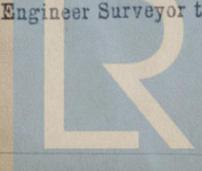
is eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 17 JUN 1940
Special Damage or Repair Fee (if any) (per Section 29.) £ 22:0
Travelling expenses (if chargeable) £ : : Received by me, 19

J. W. Matthews 2019
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 25 JUN 1940

Assigned M



Lloyd's Register Foundation

K 66-0041

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