

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

(Received at London Office)

29 JUN 1929

Date of writing Report 24/6/29 When handed in at Local Office 29 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 84198 Survey held at South Shields & Hebburn Date, First Survey 10 May Last Survey 10 June 1929
(No. of Visits 15)

on the Machinery of the Wood, Iron or Steel Sc. "SILTONHALL"

Tonnage { Gross 6055 Vessel built at Stockton By whom Roper & Sons Ltd. When 1912, 8.
Net 4495 Engines made at do By whom Blair & Co. Ltd. When 1912.

Nominal Horse Power 448 Boilers, when made (Main) 1912. (Donkey) (Aux.) 1912.

No. of Main Boilers 2 S.B. Owners West H'pool Stn. Nav. Co. Ltd. Owners' Address W. Hartpool Voyage
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers W. Hartpool Voyage Port W. Hartpool Voyage

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Hawthorne Leslie's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 150 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. & Damage.

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1.		* L.M.C.
Awing dk. with freeboard.		M.S. 12, 24.
12, 28.		B.S. 2, 28.
SS. Rot. No. 3-5, 25.		T.S. C.L. 11, 28.

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? Offered. Not required.

Was a damage report made by anyone else? If so, by whom? Yes. Underwriter's Surveyors.

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

Do. " Aux. Donkey " Yes.

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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/15"

Did the Surveyor examine the Safety Valves of Aux. Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 150 lbs/15"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Aux Donkey Boiler? Yes

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? Yes. and of the Donkey Boiler? Yes.

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? No. 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? Close working fit.

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

Damage stated to have been caused by vessel encountering heavy weather, on voyages between St. Johns N.B. and Naples, on various dates between Jan & May 29. Now done: vessel placed in dry dock, propeller, stern bush, all sea cocks & valves & their fastenings opened out & examined.

All cylinders, pistons, slide valves, crank, thrust, intermediate, and sail shafts, all main & auxiliary pumps & pumping arrangements, opened out & examined. Condensers tested.

The two main boilers, and the auxiliary boiler, with all their mountings, opened out & examined internally & externally.

All boilers examined under steam, & safety valves adjusted to above stated pressures.

Steering engine swindlass opened out and examined. (OVER)

General Observations, Opinion, and Recommendation:—The machinery of this vessel, in my opinion is eligible to remain as classed, and to have fresh records of survey "L.M.C. 6, 29" and "T.S. C.L. 6, 29"; also the working pressure of the Auxiliary Boilers, be altered to 150 lbs/15"

Survey Fee (per Section 29) L.M.C. £13.0.0

Special Damage or Repair Fee (if any) (per Section 29) £9.9.9

Travelling Expenses (if chargeable) Boiler Repairs £5.5.0

Committee's Minute FRI. 12 JUL 1929

Assigned note dop to L.M.C. 6. 29

Received by me, George R. Chappel Engineer Surveyor to Lloyd's Register of Shipping.

28 JUN 1929

27 1929

DECLARATION WRITTEN

Lloyd's Register Foundation

W685-0020

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

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

SILTONHALL.

Damage Repairs.

Stern lurch rewooded, lower half.
 L.P. piston guide rod dressed up and rebushed.
 All top end brasses, top valves renewed, & gudgeon pins dressed up.
 M.P. piston rod gland box rejointed.
 L.P. valve spindle skimmed, guide brasses, & metallic packing renewed.
 M.P. & L.P. bottom end bearings remetalled.
 M.P. guide shoe, found fractured, now renewed.
 M.P. & L.P. guide faces, removed for inspection & rejointing.
 Cylinder joint between M.P. & L.P. cylinders re-stemmed.
 All tubes removed from condenset, centre division plate found loose, now secured, several tubes, and a number of ferrules renewed. Condenset tested on completion of work.
 Main injection pipe renewed.
 Intermediate stop valve overhauled.
 Feed, air, & circulating pump rods skimmed & rebushed.
 Pump guide rod skimmed, and brasses renewed.

Wear & Tear repairs.

Fore aux. feed pump, new pump rod and t. head fitted.
 Aft. aux. feed pump, steam shuttle valve renewed.
 All suction & delivery valves & seats skimmed in lathe & overhauled.
 Ballast pump, pump rods & valve spindles renewed.

Boilers.

all mountings overhauled, & placed in good order.
 Star boiler, auxiliary check valve renewed complete.
 The six furnaces of the two main boilers now renewed. (Certificate for new furnaces attached).
 The four bottom manholes of the main boilers, flanges built up by E.W. and doors refitted.
 Star boiler, 16. c.c. back stays renewed, c.c. back plates built up by E.W. in way of 6 of these stays.
 Port boiler, 1 c.c. back stay renewed.
 Minor caulking effected at leaky seams, stays etc.
 On completion of repairs to boilers, all work proved satisfactory under hydraulic test.
 Auxiliary boiler, all plain tubes, and 12 stay tubes renewed.
 Star. c.c. 16. back, 11 side & 4 dog stays renewed.
 Centre c.c. 20 back, 22 side & 1 dog stay renewed.
 Port. c.c. 22 back, 10 side & 7 dog stays renewed.
 A number of these stays now fitted with washers in way of local wastage. Plating specially examined in way of tubes & stays on removal, owing to wasted condition of c.c. plating this boiler is efficient for a H.P. of 150 ¹⁵⁰/₁₅₀ only.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

