

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

(Received at London Office 3 NOV 1934)

Date of writing Report 19 34 When handed in at Local Office 2/11/34 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 43403 Survey held at Blyth Date, First Survey 15 Oct Last Survey 24 Oct 1934
(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel & S. S. Case Compound.

Tonnage { Gross 5146 Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd. When 1912-11.
Net 3234 Engines made at do By whom W. Gray & Co. Ltd. When do

Nominal Horse Power { 520 Boilers, when made (Main) 1912 (Donkey) 1912.

No. of Main Boilers 3 Owners Lyle Shipping Co. Ltd. Owners' Address Glasgow Voyage Italy
(if not already recorded in Appendix to Register Book)

No. of Donkey Boilers 1 Managers - Port Glasgow Voyage Italy

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat, Blyth Harbour.
(State name of Dock.)

in Donkey Boilers 110 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Gen Exam.

(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? Yes

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

If this was not done, state for what reasons? Boiler not prepared for survey

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

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 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? Yes 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. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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.

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

A general examination has now been made of the whole of the vessel's main & auxiliary machinery, no parts opened or dismantled for survey, all found in good order.

The machinery has been tried throughout under working conditions & all found satisfactory.

Please see London letter of the 10/10/34.

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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The above is forwarded for the information of the Committee.

Survey Fee (per Section 29) Charged on full Repair Fees applied for

Special Damage or Repair Fee (if any) £ Received by me, £

Travelling expenses (if chargeable) £

Committee's Minute 16 NOV 1934 TUE. 29 JAN 1935

Assigned Referred

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Years assigned for survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 a. 1, 2, 33.		+ L.M.C. 9, 29.
A. S. Rot 423 - 6, 25.		M. B. S. 9, 33.
A. S. Rot 421-29.		D. B. S. 12, 33.
		T. S. O. A. 8, 33.

Carrying kitchard oil in deck tank

Committee's Minute

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

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

