

Rpt. 9.

No. 92896

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

(Received at London Office)

30 AUG 1935

Date of writing Report 19 When handed in at Local Office 29/8/35 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 31990 Survey held at Newcastle Date, First Survey 20<sup>th</sup> Aug 1935 Last Survey 22<sup>nd</sup> Aug 1935 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Join to PORT WELLINGTON

Tonnage { Gross 7859 Vessel built at Belfast By whom Workman Clark & Co. Ltd When 1924-2  
Net 4880 Engines made at do By whom do When 1924

Nominal Horse Power 1067 Boilers, when made (Main) 1924 (Donkey) ✓

No. of Main Boilers 4 Owners Commonwealth & Dominion Line Owners' Address (if not already recorded in Appendix to Register Book.)  
Port LONDON Voyage

No. of Donkey Boilers ✓ Managers do

Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock In Shop. Swan Hunter & Wigham Richardson  
(State name of Dock.) Vessel at Hull.

in Donkey Boilers ✓

Last Report No. 105007 Port Lw

Particulars of Examination and Repairs (if any) machinery repairs

(Periodical Surveys, when held, must be reported in detail and serially 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?

Donkey " "

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

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? 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?

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

Is electric light and/or power fitted?

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

Now done: The old Starboard Thrust Shaft was skimmed up at its cone and found badly pounded or hammered at ahead side of both Keyway. This shaft was rejected

A new Thrust Shaft and Coupling piece of improved design in accordance with S.H.W.R. Dwggs 4327 and 4318A have now been made and examined after finish machining. I marked LLOYDS NO 8054 J.D. & LLOYDS NO 8052 J.D. 28-8-35 AW.

on Thrust Shaft on Coupling Piece

The two plans and forging reports are sent herewith.

The above shaft & coupling piece are being sent to Hull to be fitted on board

## 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, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Forwarded for the information of the Committee and Hull Surveyors.

Survey Fee (per Section 29) £ : :  
Special Damage or Repair Fee (if any) £ 2 : 2 : 0  
(per Section 29.)  
Travelling expenses (if chargeable) £ : X :

Fees applied for

29 AUG 1935

Lts. hon. to Hull

Received by me,

13-9-1935

FRI. 11 OCT 1935

FRI. 8 NOV 1935

Committee's Minute

Assigned No action

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

10m. 34. Tran

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



Stand thrust shaft & hollow  
coupling (damaged at Keys)  
to be renewed at Hull.

Submitted the report be  
sent to the Hull  
Surveyors for their  
information.

25/9

4/9/35

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.

