

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

JUL 18 1940

17 JUL 1940

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 19 Port of 1000

No. in Reg. Book 22868 Survey held at 1000 Date, First Survey 28.6.40 Last Survey 6.7.1940
(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel of SANDSEND. Year. Month.

Tonnage } Gross 2612 Vessel built at Sandstrand. By whom W. Pikenjies & Son Ltd. When 1925-6
Net 2193 Engines made at - do - By whom G. Clark Ltd. When 1925

Nominal Horse Power 315 Boilers, when made (Main) 1925 (Donkey) 1925

No. of Main Boilers 25A Owners Apulana & Marwood's S.S. Co. Ltd. Address ✓
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Madam & Co. Port Whitby. Voyage ✓

Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock King George Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(state name of Dock.) & Dry Dock.

in Donkey Boilers 180 lbs.

Last Report No. _____ Port Docking T.S.

Particulars of Examination and Repairs (if any) M.B.S. & D.B.S. 17.10.41.

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to the vessel.	Machinery and Boiler Surveys (including date of N.B., if any).
		<u>17.10.41.</u>
		<u>7.39</u>
		<u>18.5.39</u>
		<u>7.5.41. 6.3</u>
		<u>17.10.41. 6.3</u>

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? ✓

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 28.6.40 3.7.40 28.6.40 present condition of funnel Efficient.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/ft.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted.

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

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? Yes and of the Donkey Boilers? 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? ✓

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 date of examination of Screw Shaft 30.6.40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Annex.

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

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 Complete.

LOW DOME. Docking T.S. Waste placed in dry dock. Safety valves examined together with propellers & found in good order. Steam tank reworked & steamers guards removed, cleaned & replaced.

M.B.S. Both main boilers examined in their entirety with mountings & found in good condition. Mountings overhauled, minor repairs effected & the work of the Centre Combustion Chamber plain tubes in the Steamers boiler renewed.

Both boilers examined under steam & Safety valves adjusted as above stated. See continuation sheet.

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

Nothing in our opinion to remain to be done with fresh round of T.S. 1.6.6.40 & M.B.S. 7.40. Donkey Boiler not to be used until repairs are effected.

Survey Fee (per Section 29) 18s. £ 4: 0: 0

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

Travelling expenses (if chargeable) £ :

Fees applied for 17 JUL 1940

Received by me, A.R. Ludden & John Doyle

Committee's Minute TUE: 30 JUL 1940

Assigned A.R. 7.40 Subject



W79-0175 1/2

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

S/S. SPADSEED.

D.B.S. The working boiler examined in its entirety with mountings. The internal surfaces of the boiler found to be generally pitted & all the stay tubes, together with a considerable number of the combustion chamber steam stops appreciably wasted. The remaining check valve body, found to be leaking at the boiler front flange, was recommended for removal but was fractured in being removed. This valve has now been removed.

The second end check valve, removed for further inspection, hydrostatically tested T. 540 lbs/sq. in (3 x w.P.) & found satisfactory.

In view of the internal condition of the working boiler it is recommended that this boiler be not used until all stay tubes & the wasted steam stops are renewed.

J. S. L.