

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 1/12/1939 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 22465 Survey held at Newcastle on Tyne Date, First Survey and Last Survey 28 Nov 1939 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S/S "CLAIRY"

Tonnage { Gross 5888 Net 3713 Vessel built at Sunderland By whom Sir J. Laing & Co Ltd

Nominal Horse Power 498 Engines made at ditto By whom G. Clark, Ltd

No. of Main Boilers 3 Boilers, when made (Main) 1916 (Donkey) ✓

No. of Donkey Boilers 1 Owners Cia. Primera de Nav. Ltda Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lb Managers Port PANAMA Voyage

in Donkey Boilers ✓ # Surveyed in Dry Dock Swan Hunter & Wigham Richardson Ltd. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

(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.

Present condition of funnel Good

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? No 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? No

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 1/16"

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

Now done: Vessel placed in dry dock. Propeller, aft end of stern bush, shell fastenings of sea connections and main injection valve examined and found or placed in good condition.

Repairs due to wear & tear: Sprindle of main high Valve - renewed.

and other minor running repairs effected.

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

as far as now seen is in good condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ ✓ : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19

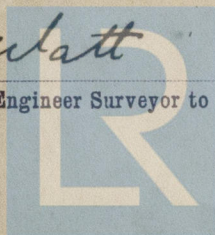
Travelling expenses (if chargeable) £ : ✓

Committee's Minute

Assigned

FRI. 8 DEC 1939

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W81-0153

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

2. 6/12/39

Q. 100

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