

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

(Received at London Office)

Date of writing Report 19 39 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
on the Machinery of the Wood, Iron or Steel s/s "CLAIRY" (No. of Visits 1)

Tonnage { Gross 5888 Net 3713 Vessel built at Sunderland By whom Dr J. Laing & Son Ltd Year. Month. When 1916-7
Engines made at ditto By whom G. Clark, Ltd When 1916
Nominal Horse Power 498 Boilers, when made (Main) 1916 (Donkey) ✓
No. of Main Boilers 3 Owners Cia. Primera de Nav. Lida Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Swan Hunter & Wigham Richardson Ltd. Port PANAMA Voyage
Steam Pressure in Main Boilers 180 lb # Surveyed Afloat or in Dry Dock (State name of Dock.) 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 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?

" " 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: Spindle 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.)
so 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 _____
Special Damage or Repair Fee (if any) (per Section 29.) £ : : _____
Travelling expenses (if chargeable) £ : : _____
Received by me, _____

FRI. 8 DEC 1939

Ad nas

A Watt
Engineer Surveyor to Lloyd's Register of Shipping.



W81-0153

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

