

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

(Received at London Office)

JAN 21 1941
MIDDLESBROUGH.

Date of writing Report 17/1/41 1941 When handed in at Local Office 18/1/41 Port of Middlesbrough
 No. in Reg. Book 5478 Survey held at Middlesbrough S Bank Date, First Survey 21/11/40 Last Survey 3/1/1941
 on the Machinery of the Wood, Iron or Steel SCUMONA
 Tonnage Gross 3767 Vessel built at Sunderland By whom Sir J Laing & Sons Ltd When 1910-10
 Net 2371 Engines made at Sunderland By whom G. Clark Ltd When 1910
 Nominal Horse Power 497 Boilers, when made (Main) 1910 (Donkey) -
 No. of Main Boilers 388 Owners Bullard King & Co Ltd Owners' Address London
 No. of Donkey Boilers 5 Managers Tyne Ties & Co Part London Voyage -
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat in Dry Dock in (State name of Dock.)
 in Donkey Boilers -

Last Report No. -Port -Particulars of Examination and Repairs (if any) Comp. mech. & Boiler survey

(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 Starboard & forward Main Boilers separately and make a thorough examination at this time? Yes

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

If this was not done, state for what reasons? Port boiler examined - See Greenock Rpt.

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 Starboard 25/11. Forward 4/12/40

Did the Surveyor examine the Safety Valves of the Main Boilers? Starboard & forward Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Starboard & forward Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? Starboard & forward Yes

Did the Surveyor examine all the mountings of the Main Boilers? Starboard & forward 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 6/12/40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

Is electric light and/or power fitted? ☒

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.

Now done. Examined the propeller & fastenings, sea connections & fastenings, stern bush, steering engine & windlass, main & auxiliary steam pipes (tested as per Rule Regts) L.P. cyr & slide & cond. thrust & intermediate shafts.

The tail shaft (C.L.) drawn & examined.

The starboard & forward boilers examined in their entirety, & the safety valves of all boilers adjusted under steam to the above pressure.

Boiler Repairs. See also Greenock Rpt. Port Boiler. The back knuckles examined & dealt with as necessary. The central & back knuckles

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, B.S. 9,11, B.M.S. 9,11, & L.M.C. 9,11, or

*L.M.C. 140 lb., F.D., &c.)

CS 2,34

is now in a safe working condition, & eligible in my opinion to remain as classed with fresh record of +L.M.C. 1, 41 as previously recommended, & notation of T.S.(C.L.) 12.40.

Survey Fee (per Section 29) £13.00

Fees applied for

Special Damage or Repair Fee (if any) £

(per Section 29.)

Travelling expenses (if chargeable) £

Received by me,

Committee's Minute

FRI. 28 FEB 1941

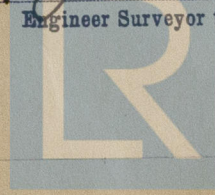
Assigned

Deferred

B.S. 11.40

R. J. Eastthorpe

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W 97-0046

Completed
No 1 advanced due 940

It is submitted that
this vessel is eligible for
THE REGISTRY

£12.40 11.40

It is submitted that this
vessel WILL BE eligible
for the Registry

THU 11.40

on completion of
Engine Survey

BM

24/5/41

24/5

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