Rpt. 9.

No. 16968.

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

(Received at London Office JAN 21 1941 MIDDLESBROUGH.)

Date of writing Report 17/1/1941 When handed in at Local Office 18/1/1941 Port of

No. in Reg. Book. 55438 Survey held at Middlesbrough & S Bank Date, First Survey 21/11/40 Last Survey 3/1/1941 (No. of visits 13)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. UMONA

Tonnage { Gross 3767 Net 2371

Nominal Horse Power 497

No. of Main Boilers 3 SB

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boilers

Vessel built at Sunderland By whom Sir J Laing & Sons Ld When 1910-10 (Year. Month.)

Engines made at Sunderland By whom G. Clark Ld When 1910

Boilers, when made (Main) 1910 (Donkey) —

Owners Bullard King & Co Ld Owners' Address (if not already recorded in Appendix to Register Book.)

Managers " Port London Voyage

If Surveyed Afloat ~~or~~ in Dry Dock Tyne Tees Wear & Smitts Dock (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and when expires.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1.		+LMC 4,36
1 40		BS 9,39
		TS(CL) N1,37
SS Midland 103,9,36		

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

Particulars of Examination and Repairs (if any)

Comp. McCby & Boiler Survey

(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 Boilers ~~separately~~ and make a thorough examination at this time? Yes (Starbd & forward) ✓

" " Donkey " " " "

If this was not done, state for what reasons? Port boiler examined — See Greenock Rept. ✓

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 Starbd 25/11. Forward 4/12/40 Present condition of funnel(s) Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes (Starbd & fwd) To what pressure were they afterwards adjusted under steam? 180 lbs/□"

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? Yes (Starbd & fwd), 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? Yes (Starbd & fwd), and of the Donkey Boilers? ✓

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 vitæ ~~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 Reqts) L.P. cylr & slide valve, thrust, & intermediate shafts.
The tail shaft (CL) 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 centre & 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 ✠LMC 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 +LMC 1,41 as previously recommended, & notation of T.S(CL) 12.40.

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

Survey Fee (per Section 29) £ 13:0:0 Fees applied for 19

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

Travelling expenses (if chargeable) £ : :

R. J. Eastwood Jr. 1941

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 28 FEB 1941

Committee's Minute Deferred

Assigned B.S. 11.40

& wrapper plates in way cut out where corroded, & new plates fitted & electric welded on port & stbd sides near the top.
The stbd c.c. back knuckle & wrapper plate in way cut out where corroded near the top on the port side new plate fitted & electric welded.
The port c.c back knuckle & wrapper plate in way cut out where corroded, near the top on the stbd side new plate fitted & electric welded. 1 defective c.c stay renewed as necessary.
The port lower manhole door built up by electric welding & the door refitted.
Centre Furnace. Jacked up in way of No 2 Adamson ring, & 2 fractures cut out & electric welded.

Stbd Boiler, 1 defective c.c back stay renewed, 4 ditto caulked & rejointed in stbd c chamber.
All furnaces jacked up, & 2 fractures in centre furnace cut out & electric welded.

Forward Boiler. Port c chamber 7 defective back stays renewed
Centre " " 9 " " " "
Stbd " " 1 " " " "
3 defective C.C. side stays renewed between centre and stbd C.C.s
All furnaces jacked up where deflected. 2 longitudinal & 1 circumferential fracture on port furnace (port side) & 2 " " " centre " (P & S sides) cut out, & electric welded.
The repairs examined on completion, the boilers tested by hydraulic pressure to 220 lbs/4" & found tight & satisfactory.

Note; The furnaces of all boilers have now been fitted with compensating rings on Nos 1 & 2 Adamson rings from the front end. These have been fitted by the owners.

R.J.E.

Incompletted
No 1 advanced due 9.40

It is submitted that
this vessel is eligible for
THE REG[illegible]
£12.40 B£11.40

It is submitted that the
vessel WILL BE eligible
for Registry THE 11.40
on completion of
Engine Survey

DA
24/2/41