

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

16 AUG 1935

(Received at London Office)

Date of writing Report 13 Aug 35 When landed in at Local Office 15 AUG 1935 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 23103 Survey held at North Shields Date, First Survey 29 May Last Survey 8 Aug 1935
on the Machinery of the Wood, Iron or Steel CLYDEFIELD (No. of Visits 17)

Tonnage { Gross 6758 Net 3916 Vessel built at Glasgow By whom Dr W Henderson & Co When 1928-7
Engines made at -do- By whom Harland & Wolff, Ltd. When 1928
Nominal Horse Power 647 Boilers, when made (Main) (Donkey) 1925
No. of Main Boilers 1 Owners Hunting S.S. Co Ltd. Owners' Address Part Newcastle Voyage Smiths Dk.
No. of Donkey Boilers 2 Managers Hunting S.S. Co Ltd.
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both (State name of Dock.)
in Donkey Boilers 120 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. DBS 7 Port DBS 7
Particulars of Examination and Repairs (if any) Part CR.

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 " " " " " 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? Both 29 July 35

State latest date of internal examination of each boiler Both 29 July 35

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? yes. To what pressure were they afterwards adjusted under steam? 120 lbs sq in

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? yes.

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? ✓

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 20/1000

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

How done - Vessel placed in dry dock; Propeller, outside fastenings of sea connections examined and found or put in good order.
nos 3.5 to 6 Cylinders, liners, pistons, covers valves, nos 1.4.5 to 8 top and bottom end brasses and pins and all main bearings including compressor main bearing opened up, examined and found or put in good order.
Port lub oil pump, Starboard after feed pump, Port dynamo engine, Starboard forward air compressor, Port forward jacket water circulating pump, Starboard forward fuel transfer pump, Starboard forward general service pump, port after ballast pump and air pump all opened up, examined and found or put in good order.

The two donkey boilers examined together with their mountings, safety valves

General Observations, Opinion, and Recommendation:— The machinery of this

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, 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, DBS 9.11, S.A.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

vessel is, in our opinion eligible to remain as classed and to have record of DBS 8-35 now and record of L.M.C (CR) with date when the survey is completed.

Survey Fee (per Section 29) 1/2 CS. £ 10 10 0 Fees applied for 15 AUG 1935
Special Damage or Repair Fee (if any) (per Section 29) £ 3 0 0
Travelling expenses (if chargeable) £ ✓ Received by me John E Milroy & Richard Shaw
Committee's Minute TUE. 27 AUG 1935 TUE. 11 AUG 1936
Assigned DBS 8-35

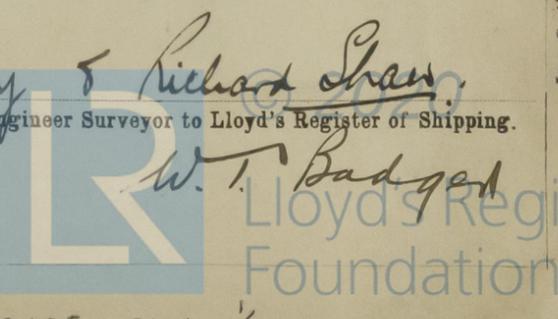
CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 12-34		+ L.M.C. 3-33
S.S. Bkn. NO 1-33.		DBS. 1-34
		CL. 11-34

Longitudinal framing at bottom of deck
Carry 1. Petroleum in Bulk.
D.F.

CONTINUOUS SURVEY

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

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



S/S CLYDEFIELD

doors and fastenings and found or put in safe working order safety valves adjusted under steam to 120 lbs per sq inch.

Repairs:- Only minor repairs and adjustments were deemed necessary.

Alterations:- This vessel has now been lengthened by the addition of one complete cargo tank viz - No 6.

New 1 fittings have been fitted to the bulkheads and new lengths of 10" 1 cargo pipe line complete with expansion joints fitted up in No 6 wing tanks port and starboard to form the making up lengths for suction to No 5 & 4 cargo tanks. New 1 cargo lines 10" dia with bulkhead fittings, expansion joints, tee pieces valves and strims have been fitted up satisfactorily in the new tank, with wing centre suction and equalizing line. All valves being suitably arranged to operate from deck.

All cargo lines tested on completion and found satisfactory. J.S.

Elec light Instⁿ

The main cables running under fore & aft gangway were cut when the vessel was lengthened. Two T. Boxes were fitted to new cable of same size run between & coupled up. Insulation resistance how good. W.R.K.

W.A. advanced

It is submitted that this vessel is eligible for THE RECORD. W.R.K.

W.A. 24/8/35

