

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 6th March 1957

When handed in at Local Office 7 MAR 1957

(Received at London Office)

9 MAR 1957

Port of SUNDERLAND

No in Reg. Book. Survey held at SUNDERLAND

Date First Survey 22nd Feb. Last Survey 28th Feb 1957

(No. of Visits 1)

59330 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "ESSEX BROOK"

Tonnage { Gross 1764 Vessel built at Newcastle By whom Wood, Skinner & Co. Limited. When 1920 8
 Net 994 Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd. When 1920 8
 MN As Per Rule 171 Boilers, when made (Main) 1920 (Donkey) -
 No. of Main Boilers 2 SB Owners Comben Longstaff & Co. Limited. Owners' Address -
 HS " " 2900 Managers (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers Williamstown Shipping Co. Ltd. Port LONDON Voyage -
 Steam Pressure— If Surveyed Afloat or in Dry Dock Afloat at
 in Main Boilers 180 lb/sq.in. (State name of Dock.) South Docks.
 in Donkey Boilers -

Last Report No. 113654

Port NWE

Particulars of Examination and Repairs (if any) BOILER REPAIRS

(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? only

" " Donkey " " " -

If not, state for what reasons Repairs to Port Blr. only What parts of the Boilers could not be thus thoroughly examined? -

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 Port - 27th February, 1957

Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boilers? No To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? No and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of screw shaft - State the wear down in the stern bush -

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? No

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

WORK DONE FOR BOILER(PORT)REPAIRS

At the request of the Owners Representative, attended on board to examine the Port Main Boiler, port furnace crown, reported fractured and leaking. This fracture in furnace crown - second corrugation from combustion chamber - examined; section of furnace crown approximately 13" x 8 1/2", cut out, new section of plate fitted to place, veed out and prepared for welding; re-examined at this stage and thereafter efficiently welded, with approved electrodes; welds pressed and further examined. Also noted combustion chamber back plate stay loose, chamber back plate veed in way of stay and thereafter welded. Auxiliary internal feed pipe found holed, new section fitted, also new scum pan fitted. After completion of repairs, the boiler was subject to hydraulic test of 180 lb/sq.inch, welded repair, hammer tested, all found sound and tight at this pressure.

RE :- Stated by Owners Representative that this vessel to be broken up at the end of May, 1957.

* LMC 6/52. No machinery items submitted at this time.

General Observations, Opinion, and Recommendation :-

(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, etc.)

The Port Boiler of this vessel as now seen, is in safe working order, eligible in opinion to remain as classed in the Register Book, without fresh record of survey.

Fee (per Section 23) Blr. Repairs £10. 10. 0
 Day Attendance 5. 5. 0
 Damage or Repair Fee (if any) £ : :
 (per Section 23.)

Fees applied for,

- 8 MAR 1957

Received by me,

Travelling expenses (if chargeable) FRIDAY 22 MAR 1957

Committee's Minute

Assigned

Deferred for LMC ms (by 6.57)

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

002858-002869-0079

1.57, not held.
pass to port boiler.

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



13.3.57

dk.



© 2020

Lloyd's Register
Foundation