

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

(Received at London Office

1 OCT 1953

NEWCASTLE-ON-TYNE

Date of writing Report 22.9.53 When handed in at Local Office 23.9.53 Port of

No in Reg. Book. Survey held at SOUTH SHIELDS Date First Survey 13.4.53 Last Survey 13.4.53 1953 (No. of Visits 1)

14461 on the Machinery of the Wood, Iron or Steel SS 'KYLEQUEEN' EX LIGHTFOOT.

Tonnage Gross 1919 Vessel built at SUNDERLAND By whom J. CROWN & SONS LTD. When 1922 4
Net 1084 Engines made at SUNDERLAND By whom N.E. MARINE ENG. CO. LTD. When 1922
MN 198 Boilers, when made (Main) 1922 (Donkey) ✓
No. of Main Boilers 253 Owners MONROE BROTHERS LTD. Owners' Address ✓
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers ✓ Port NEWCASTLE Voyage
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock TYNE DOCK ENG. CO. LTD.
(State name of Dock.)
in Donkey Boilers ✓

Last Report No. Port Particulars of Examination and Repairs (if any) DOCKING

(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 through examination at this time? NO

" " Donkey " " ✓

If not, state for what reasons SURVEY NOT DUE AT THIS TIME 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 Present condition of funnel(s) EFFICIENT.

Did the Surveyor examine the Safety Valves of the Main Boilers? 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? 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 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 1/16 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? ✓

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 COMPLETE.

NOW DONE:- Vessel placed in drydock, propeller, stern bush & outside fastenings examined. West chain as above.

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, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)
CS 3.34 the machinery of this vessel, so far as now seen, is in a safe working condition, eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) NO. FEE. £ : : Fees applied for, 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Section 23.)
Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned As above

THURSDAY 15 OCT 1953

W. R. Taylor.
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003434-003443-0313

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

SW

12 OCT 1953

After a no. 2. you can see sign in front of the building with the name of the vessel and the name of the owner in all letters, with the name of the vessel and the name of the owner in all letters.

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