

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

No. 97791

AUG 30 1939

(Received at London Office)

Date of writing Report 24-8-39 When handed in at Local Office 29 AUG 1939 Port of NEWCASTLE-on-TYNE

No. in Reg. Book. 22117 Survey held at Jarrow - 1-1-39 Date, First Survey 15.8.39 Last Survey 24-8-1939  
on the Machinery of the Wood, Iron or Steel S.S. 'Chartered' (No. of Visits 4)

Tonnage { Gross 2021 Vessel built at Sunderland By whom J. Brown & Sons Ltd Year. Month. 1921 10  
Net 1106 Engines made at Sunderland By whom N.E. James Eng. Co. Ltd When 1921  
Nominal Horse Power 214 Boilers, when made (Main) 1921 (Donkey) -  
No. of Main Boilers 2 Owners Gas, Light & Coke Co.  
No. of Donkey Boilers 1 Managers Stephenson Clarke & Co. Ltd Owners' Address London  
Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Inaccessible to & unsafe. Voyage hunting.  
in Donkey Boilers ✓ (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) to & b/s

(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? Yes

" " Donkey " " " " \_\_\_\_\_

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? \_\_\_\_\_

State latest date of internal examination of each boiler 1st 16.8.39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 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 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 and of the Donkey Boilers? \_\_\_\_\_

Has screw shaft now been drawn and examined? 20 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

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

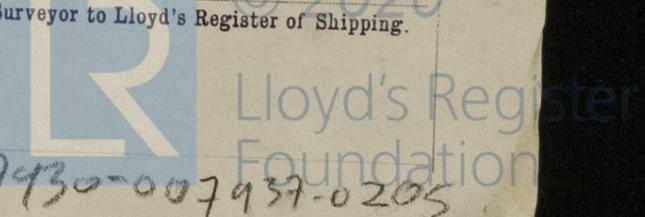
Low down:- Vessel in drydock. Examine propeller, after end of stern bush & outside fastenings of sea connections, main boiler throughout & mountings & safety valves adjusted under steam as above. Repairs:- S&H tubes top manhole door 2 nuts removed, lower door 1 nut each removed. Port pipes, Port manhole door 2 nuts removed, S&H chest 11 smoke tubes removed, other minor repairs.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as now seen, is eligible in my opinion to remain as classed with fresh run of 15.8.39

Survey Fee (per Section 20) £ 3 : 0 : 0 Fees applied for 29 AUG 1939  
Special Damage or Repair Fee (if any) (per Section 20.) £ \_\_\_\_\_  
Travelling expenses (if chargeable) £ \_\_\_\_\_  
Received by me, G. J. H. H. H. 14/9/1939

Committee's Minute \_\_\_\_\_  
Assigned P. S. 39 12 SEP 1939

Engineer Surveyor to Lloyd's Register of Shipping.



007930-007937-0205

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

Bd. duu 5.39 Skld

It is submitted that  
this vessel is eligible for  
THE RECORD.

Bs 8.39

Flun

4.9.39

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