

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

21 JUN 1926

(Received at London Office

NEWCASTLE-ON-TYNE.

Date of writing Report 19 When handed in at Local Office 19/6/1926 Port of
No. in Reg. Book. Survey held at Janus - on - Tyne Date, First Survey 17 May Last Survey 19
36017 on the Machinery of the Wood, Iron or Steel S/S "USWORTH" (No. of Visits)
Tonnage Gross 1985 Vessel built at Newcastle By whom Wood, Skinner & Co. When 1925-9
Net 1110 Engines made at do. By whom N.E. Har. Eng. Co. Ltd. When 1925
Nominal Horse Power 225 Boilers, when made (Main) 1925 (Donkey)
No. of Main Boilers 2 Owners R.H. Stanley Shipping Co. Ltd. Owners' Address
No. of Donkey Boilers 0 Managers R. S. Dalglish & Co. (if not already recorded in Appendix to Register Book).
Steam Pressure in Main Boilers 180 Port Newcastle Voyage
in Donkey Boilers 1 If Surveyed in Dry Dock Merchant's Dry Dock
(State name of Dock.)

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

(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?

Do. " 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?

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? 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 Boiler?

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?

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? NO

Has shaft now been changed? NO If so, state reasons

Is the shaft now fitted new? 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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? Good working fit.

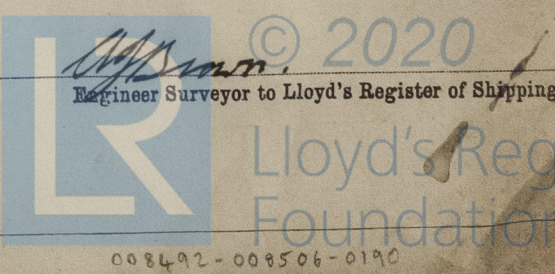
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed in dry dock. Pulpeller, outside fastenings and tail shaft examined.

This vessel has now been sold and renamed "ATA SA"

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, or L.M.C. 9.11, 140 lb., F.D., &c.) as above described is in a good and efficient condition and, in my opinion, is eligible to remain as classed with head T S cl 6-26 in the Reg. Bk..

Survey Fee (per Section 25) £ Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 25.) £ Received by me, 19
Travelling Expenses (if chargeable) £
Committee's Minute FRI 2 JUL 1926
Assigned See minute on hull report



Screw shaft examined.

It is submitted that
the vessel is eligible to
remain as CLASSED.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

5626.

? Date of survey.

207.
23/6/8

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation