Rpt. 9.

No. 19484

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

(Received at London Office JAN 11 1938)

Date of writing Report 8-1-1938 When handed in at Local Office 8-1-1938 Port of Leith.

No. in Reg. Book. Survey held at Burntisland. Date, First Survey 3-12-37 Last Survey 27-12-1937 (No. of Visits 4.)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "BRASTED".

Tonnage { Gross 1075.56 / Net 605.4

Vessel built at Burntisland By whom Burntisland S.B. Co. Ltd. When 1937.

Engines made at By whom North Eastern Marine When

Nominal Horse Power

Boilers, when made (Main) (Donkey)

No. of Main Boilers

Owners The Hudson Steamship Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers

Steam Pressure— in Main Boilers

Managers Port London. Voyage

in Donkey Boilers

~~If~~ Surveyed Afloat or in Dry Dock On Stocks. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and when expired.	Machinery and Boiler Surveys (including date of N.B., if any).

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Fitting out.

(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 " " " ✓

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 ✓ Present condition of funnel(s) ✓

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 Boilers? ✓

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? ✓ 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 ✓

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

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

The seacocks and valves have been efficiently fitted in place and the stern frame has been bored out, the stern tube & propeller shaft fitted. Propeller shaft marked LLOYD'S No 554, J.E.S. 24-11-37.
The bilge suction pipes to the holds are carried through the cross bunker, protected by wood ceiling.
The vessel has been towed to Wallsend to have the Engines & Boilers fitted on board, and the Survey will be completed at that port. Surveyors advised.
The dates of survey are as follows:—
Stern frame bored out 3-12-37
Stern tube fitted 9-12-37
Sea connections & screw shaft fitted 15-12-37.

General Observations, Opinion, and Recommendation:— The above information is forwarded for the consideration of the Committee.

(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, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

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

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ ✓ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

J. J. Campbell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 4 FEB 1938

Assigned See Nwc 95876

(The Surveyors are requested not to write on the back.)

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