

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

(Received at London Office

114 JUL 1949

Date of writing Report... 29-6-49 When handed in at Local Office... 2-JUL 1949... Port of... NEWCASTLE-on-TYNE

No. in Reg. Book... 62455 Survey held at... Newcastle Date. First Survey... 27-5-49 Last Survey... 16-6-49 (No. of Visits... 6)

on the Machinery of the ~~Wood, Iron or Steel~~ "HUMBERGATE"

Tonnage { Gross 1051 Vessel built at... Aberdeen By whom... J. Lewis & Son Ltd Year... 1945 Month... 2  
Net 568 Engines made at... Aberdeen By whom... J. Lewis & Son Ltd When... 1945 2  
Nominal Horse Power... 650 IHP Boilers, when made (Main)... 1945 (Donkey)...  
No. of Main Boilers... 1 Owners... Hull Gates Shipping Co Ltd Owners' Address... Hull  
No. of Donkey Boilers... 1 Managers... Cragg & Jenkins Ltd (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers... 200 lbs Port... Voyage...  
in Donkey Boilers... If Surveyed Afloat or in Dry Dock... Shipway & Afloat.  
(State name of Dock.)... C. Leland

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC.

(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? Yes

If not, state for what reasons

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? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes

To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? Yes

If so, state reasons

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes

State date of examination of Screw Shaft

State the wear down in the stern bush .031"

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward.

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

Now done for LMC Vessel placed on slipway, examined propeller, sea connections & fastenings, outboard of stern bush, propeller gland. Examined main engine cylinders, pistons, covers, valves & valve chests, rods, crank, thrust & intermediate shaft & bearings, attached & auxiliary pumps & pumping arrangements. Condenser examined & tested, examined holding down bolts, steering engine, windlass. Selected main & auxiliary steam pipes examined & tested as per Rules.

Main Boiler examined internally & externally with mountings doors & fastenings. Safety valves adjusted under steam at above stated pressure.

Dynamo (12.15 kW) & electrical installation examined & listed in accordance with the Rules. On completion of repairs main & auxiliary machinery examined under working conditions alongside quay & all found in an efficient condition.

Minor Repairs: Damaged propeller renewed, main engine top end pins lapped & brasses adjusted, attached feed pump rams skimmed & neck bushes renewed. Windlass top end bushes renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion in

(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.)

good & efficient condition & eligible to remain as classed with fresh record of LMC 6.49

Survey Fee (per Section 29) Special Survey £ 12 : 0 : 0 Fees applied for  
B&MS £ 5 : 0 : 0  
Damage or Repair Fee (if any) £ 4 : 0 : 0  
LICENCE SUPERVISION £ 1 : 0 : 0  
Travelling expenses (if chargeable) £ : : :  
Received by me, 19

Committee's Minute

THE 18 AUG 1949

Assigned

MBS \* 6.49

Blr. S. 6.49

msp. 6.49

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Minor mending repairs & adjustments carried out.

## ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

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Foundation