

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

(Received at London Office 16 FEB 1950)

Date of writing Report 19 When handed in at Local Office 16 FEB 1950 19 Port of **NEWCASTLE-ON-TYNE**

No. in Reg. Book. Survey held at **Newcastle** Date. First Survey **30-1-50** Last Survey **1-2-1950**
12829 on the Machinery of the **Wood, Iron or Steel** **SS "HUMBERGATE"** (No. of Visits **3**)

Tonnage { Gross **1051** Vessel built at **Aberdeen** By whom **J. Lewis & Sons Ltd.** Year. Month. **1945 2**
 Net **568** Engines made at **Aberdeen** By whom **J. Lewis & Sons Ltd.** When **1945**

Nominal Horse Power **650 IHP** Boilers, when made (Main) **1945** (Donkey) ☒
 No. of Main Boilers **13B** Owners **Ballgates Shipping Co. Ltd.** Owners' Address **(if not already recorded in Appendix to Register Book.)**
 No. of Donkey Boilers ☒ Managers **Granger & Senior Ltd.** Port **Goolie** Voyage **Voyage**
 Steam Pressure in Main Boilers **200 lbs** If Surveyed Afloat or in Dry Dock **S. L. L. L.**
 in Donkey Boilers ☒ (State name of Dock.) **Beland**

Last Report No. ☒ Port ☒

Particulars of Examination and Repairs (if any) **Damage, OG.**

(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 **Yes not required**

Was a damage report made by anyone else? If so, by whom? **Yes, underwriters**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ☒

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 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? **Yes** Is it fitted with continuous liner? **No** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **Yes**

Has the shaft now been changed? **No** 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 **1-2-50** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **Good fit.**

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

Is electric light and/or power fitted ☒

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**

Damage: Stated to have occurred on 26-1-50 on passage from Plymouth to Blyth, at 9.30 a.m. approx, when main engine revolutions suddenly increased. Cause was found to be one propeller blade missing. It was stated cause of damage not known.

How done for damage: Vessel placed on slipway, examined all outside fastenings, propeller, stern bush, tailshaft, propeller, oil gland and all found in good order.

Damage Repairs: New cast iron propeller fitted, one blade of old cast iron propeller broken off at root. Tailshaft checked in lathe for truth and found in order. Stern bush reinstalled (wear down was 1/3")

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion in good & efficient condition and eligible to remain as classed with fresh record of OG 2.50

Survey Fee (per Section 29) **06** £ 2 : 0 : 0
 Special Damage or Repair Fee (if any) (per Section 29.) £ 8 : 8 : 0
 Travelling expenses (if chargeable) £ : :
 Received by me, **15 FEB 1950**

Committee's Minute **WED. 8 MAR 1950**

Assigned **A-2.50**

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Has a Survey also been held on Ship? **YES**
 If so, is the Report sent now, or when will it be sent? **Now**

10m. 2.1. — Transfer Ink. (MADE AND PRINTED IN ENGLAND)
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

As a Certificate required? If so, to be sent to 01511-015125-0189