

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 10 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 12829 Survey held at Newcastle Date. First Survey 30-1-50 Last Survey 1-2-1950 (No. of Visits 3)

Tonnage { Gross 1051 Net 568 Vessel built at Aberdeen By whom J. Lewis & Sons Ltd. When 1945 2
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 Hullgates Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers G. Rogers & Jenkin Ltd. Port Goolse Voyage ✓
Steam Pressure in Main Boilers 200 lbs
in Donkey Boilers ✓
If Surveyed Afloat or in Dry Dock S-Liverpool (State name of Dock.)

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any) Damage 06.

(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. Yes not required

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

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 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 Best-reinstalled 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.

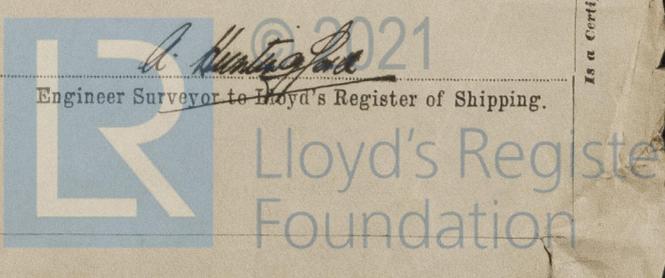
Work done for damage: Vessel placed on slipway, examined all outside fastenings, propeller, stern bush, tailshaft, propeller, oil gland and all found or placed in good order.

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 so classed with fresh record of 06 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) £ : :
Fees applicable for 15 FEB 1950
Received by me, 19

Committee's Minute WED. 8 MAR 1950
Assigned 1-2-50



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

MADE AND PRINTED IN ENGLAND (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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

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