

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

(Received at London Office)

5 JUL 1950

of writing Report.

When handed in at Local Office

JUN 30 1950

Port of Sunderland.Survey held at Sunderland.

Date, First Survey

Last Survey 27 June 1950

on the Machinery of the Wood Iron or Steel

S/S "SANDOWN CASTLE"

Gross 4604

Net 4404

MN 642

Power 350

Main Boilers

Donkey Boilers

Pressure

Boilers 220

Key Boilers

Vessel built at Sunderland

By whom

Short Bros. Ltd.

Engines made at Leamington-on-Tyne

By whom

L. E. Martin &amp; Co.

Boilers, when made (Main) 1921

(Donkey)

Owners Union-Castle Mail S.S. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Afloat in River Wear.

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

CHARACTER:  
\* for Special Survey  
Date of last Survey and of  
Periodical Surveys.Machinery and Boiler  
Surveys  
(including date of N.B., if any)

\* 100 A1

\* LMC 3-47

12-49

BS. 5-49

S.S. SHL. 3-47 (DR)

C.L. 5-49

Shellin deck with  
freeboard.Fitted for  
oil fuel 10/51  
FP above 150°F.Cargo battens not  
fitted in shellin 'tween  
decks.Report No. 120570 Port Lon.

Particulars of Examination and Repairs (if any)

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has 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?

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

If not done, state for what reasons?

Were parts of the Boilers could not be thus thoroughly examined?

Were 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?

What was the latest date of internal examination 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 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?

Was the shaft now been drawn and examined?

Is it fitted with a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? If so, state reasons.

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Was the examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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

Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Vessel proceeding

to River Type for repairs.

At request of Owners, attended on board vessel with a view to issuing an interim certificate to enable the vessel to proceed to the River Type.

Owing to damage to main reduction gearing, the engines had been compounded & the defective gears removed in London.

The undersigned examined the remaining gears which were considered to be efficient.

General Observations, Opinion, and Recommendation:—

The machinery of this

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 L.M.C. 140 lb., F.D., &c.)

Vessel as now seen is in order & eligible in my opinion

main as classed subject to permanent repairs being effected to main reduction gearing on vessel's arrival in the River Type, the vessel being fit to proceed engines compounded from Sunderland to R. Type, subject to tug being in attendance whilst manoeuvring in the River Wear Type.

(per Section 29) Int. Cert 3 3 -  
Damage or Repair Fee (if any) £  
(per Section 29.)  
Expenses (if chargeable) £

Fees applied for JUL 3 1950  
Received by me, 19

Committee's Minute

TUES. 25 JUL 1950

igned

Deferred - await Nwc rpt

Engineer Surveyor Register of Shipping.

Lloyd's Register Foundation

W1019-0043