

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

(Received at London Office)

5 JUL 1950

When handed in at Local Office JUN 30 1950 Port of Sunderland.

Survey held at Sunderland. Date, First Survey 9 Last Survey 27 June 1950
on the Machinery of the ~~Wood Iron or Steel~~ S/S "SANDOWN CASTLE" (No. of Visits 1)

Gross 4604 Vessel built at Sunderland By whom Short Bros. Ltd. Year 1921-4
Net 4404 Engines made at Newcastle-on-Tyne. By whom J.E. Marine Eng Co. When 1921-4
MN 642 Boilers, when made (Main) 1921 (Donkey) 7 When 1921-4
Main Boilers 350 Owners Union-Castle Mail S.S. Co. Ltd. Owners' Address
Donkey Boilers 220 Managers (if not already recorded in Appendix to Register Book.)
Pressure 220 Port London Voyage
If Surveyed Afloat or in Dry Dock Afloat in River Wear. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 20570 Port Lon. Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of 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.

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 12-49 * LMC 3-47
S.S. SHL. 3-47 (DR) B.S. 5-49
Shell deck with freeboard. C.L. 5-49
Cargo battens not fitted in shell deck. Field for oil fuel 10/21 FP above 150°F.

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

Has a special 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 "

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

Were any 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 is 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 screw 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 screw 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?

What is the distance of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Are engine 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.

Remarks: 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 vessel as now seen is in order & eligible in my opinion to be 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 with engines compounded from Sunderland to R. Type, subject to tug being in attendance whilst manoeuvring in the River Wear Type.

Fees applied for JUL 3 1950
Int. Cert £ 3 3 -
Damage or Repair Fee (if any) £
Expenses (if chargeable) £

Received by me, [Signature] Engineer Surveyor, Register of Shipping.

Committee's Minute X TUES. 25 JUL 1950

Deferred - await Nwc rpt



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

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



W1019-0043