

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

(Received at London Office)

APR 1940

Date of writing Report 30. 3. 1940 When handed in at Local Office 30/3/1940 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Houghton-on-Tyne Date, First Survey 18. 3. 40 Last Survey 29. 3. 1940 (No. of Visits 3)

14247 on the Machinery of the Wood, Iron or Steel S.S. "Spey."

Tonnage Gross 178 Vessel built at Newcastle By whom Wood Skinner & Co. Ltd. When 1923-9
Net 99 Engines made at Gloucester By whom H. Simon & Co. Ltd. When 1923

Nominal Horse Power 20 R.H.P. Boilers, when made (Main) 1910 refitted 1938 (Donkey) -

No. of Main Boilers 186 Owners Murray & A. G. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers Port Newcastle Voyage

Steam Pressure in Main Boilers 140 lb. If Surveyed Afloat or in Dry Dock Clelan's Slipway (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

(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

Was a damage report made by anyone else? If so, by whom? Underwriter's Survey

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

" " Donkey " " " " ✓

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

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 screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓

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

Has shaft now been changed? ✓ 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

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

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

Is electric light and/or power fitted? ✓

So, 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? ✓

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

Vessel is stated to have collided with the Admiralty barge "Houghton" on the 1st instant when on a voyage from Aberdeen to the Tyne with a cargo of copper ore. It is stated that after the collision the ballast pump was working continuously on the forepeak tank until the vessel was placed in the slipway on the 10th instant.

Ballast pump opened out, shaft, piston & bucket rod renewed, cushion & delivery valves & seats machined & eight valve spindles renewed. On completion of repairs the pump trial of 1000 gal. satisfactory.

Examined propeller, outer end of stem bush & various fastenings of sea connections.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far

(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, B.S. 9, 11, S.M.S. 9, 11, & L.M.C. 9, 11, or

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

CS 3, 34,

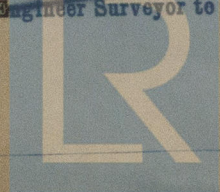
as now run, is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 2 APR 1940
Special Damage or Repair Fee (if any) £ 11 : 0 Received by me,
(per Section 29.)
Travelling expenses (if chargeable) £ : : 19

Committee's Minute 19 APR 1940

Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
W123-0233

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

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