Rpt. 9.

No. 98380

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

(Received at London Office APR 20 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. 14247 Survey held at Hawdon-on-Tyne Date, First Survey 18. 3. 40 Last Survey 29. 3. 1940 (No. of Visits 3)

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

Tonnage { Gross 178 / Net 99

Nominal Horse Power { 20 R.H.P.

No. of Main Boilers 1 S.E.

No. of Donkey Boilers –

Steam Pressure— in Main Boilers 140 lb.

in Donkey Boilers –

Vessel built at Newcastle By whom Wood Skinner & Co. Ltd. When 1923 - 9

Engines made at Gloucester. By whom W. Sisson & Co. Ltd. When 1923

Boilers, when made (Main) 1910 refitted 1938 (Donkey) –

Owners Moreg S.S. Co. Ltd. Owners' Address –
(if not already recorded in Appendix to Register Book.)

Managers – Port Newcastle Voyage –

If Surveyed Afloat or in Dry Dock Clelands Slipway
(State name of Dock.)

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A. –		LMC ~~9.35~~
1. 38		~~B.S. 10.35~~
12 Hul. No. 3 - 2.36.		T.S. ~~2.36 2.4~~
		O & 3,40
Surg. Letter at Flat.		~~Incl 7 yrs.~~
		N B 10 refitted 38

3,40 /

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 Surveyor

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 – 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 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 vitæ 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? –

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.

Vessel is stated to have collided with the Admiralty trawler "Hawthorn" 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 in the forward tank until the vessel was placed on the slipway on the 18th instant.

Ballast pump opened out & cleaned, spider bucket rod renewed, suction & delivery valves seats machined & eight valve spindles renewed. On completion of repairs the pump tried & found satisfactory.

Damaged propeller, outer end of stern tube & portion fastenings of pipe connections.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as for

(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, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.)
CS 3,34,

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

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ 1 1 : 0

Travelling expenses (if chargeable) £ : :

Fees applied for 2 APR 1940

Received by me, 19

Committee's Minute FM 19 APR 1940

Assigned As now

G. F. Shelland.
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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W123-0233