

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

(Received at London Office 20 FEB 1934)

Date of writing Report 1921, 34 Port of NEWCASTLE-ON-TYNE

Survey held at Yards Date, First Survey and Last Survey 6 Feb, 1934

1986 on the Machinery of the Wood Ironer Steel S.S. "Rosewath" was "Bickel" (No. of Visits)

Gross 2354 Net 1608 Vessel built at Gov Glasgow By whom Dunlop Bremner & Co When 1919-11

Engines made at do By whom do When do Boilers, when made (Main) 1919 (Donkey) 1919

Owners Dalgleish & Co Ltd Owners' Address Managers R. S. Dalgleish, Esq. Port Newcastle Voyage Russia

If Surveyed in Dry Dock Mercantile by Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Particulars of Examination and Repairs (if any) Docking

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 these 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.

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

Has a special damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " " No

Why was not done, state for what reasons? Boilers not prepared for survey.

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

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?

What is the latest date of internal examination of each boiler?

Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the 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 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? 3/16"

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

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

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

Propeller, its fastenings, end of stem bush & fastenings of the sea connections examined & found efficient. One blade of the east iron propeller was found broken at tip of the blade but the same, in my opinion, is efficient. The owners state that the B.S. will be held at an early date.

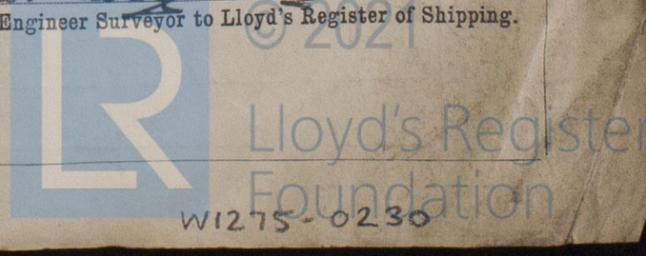
The vessel has now been re-named "BICKEL".
Register Leningrad.
Sovtor & Flot.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel, as seen, is in good condition and, in my opinion, to remain as classed without alteration to the record.

Fees applied for Interim Certificate £1:1:0 Received by me Fred A. Ferguson, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 2 MAR 1934
Signed [Signature] FRI. 7 DEC 1934



BS Dec 1.34. To be held as an
early date.

Boeking

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as **OLASSED**.

24
17/12/34

[Faint, mostly illegible handwritten text in Cyrillic script, likely a report or log entry.]

50 FEB 1935

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

