

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

AUG 10 1939

(Received at London Office)

Date of writing Report 9-8- 1939 When handed in at Local Office 9/8/39 Port of NEWCASTLE-on-TYNE

No. in Reg. Book. 28652 Survey held at South Shields Date, First Survey 20-7-39 Last Survey 25-7-1939
(No. of Visits 4)
on the Machinery of the Wood, Iron or Steel S.S. "LOLWORTH"

Tonnage { Gross 1969 Vessel built at Sunderland By whom Osbourne, Graham & Co. Ltd When 1920 Month 4
Net 1154 Engines made at Sunderland By whom N. E. Marine Eng. Co. Ltd When 1920
Nominal Horse Power 214 Boilers, when made (Main) 1920 (Donkey) ✓
No. of Main Boilers 25B Owners Hudson S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers _____ Port London Voyage _____
Steam Pressure— in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Dry Dock
in Donkey Boilers ✓ (State name of Dock.) Que St. Eng Co Ltd, South Shields

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) B.S. & Docking

(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? ✓

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

" " 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 22-7-39 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No 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 20-7-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close, Bush Renewed

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Light

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Now done: Vessel placed in dry dock, propeller, tailshaft, stern bush and all underwater fastenings examined and found or placed in good condition. Boilers examined internally and externally, complete with all manholes, doors, their fastenings and all mountings. Safety Valves adjusted to above stated pressure.

Repairs: Starb^d Boiler. A number of plain tubes expanded and 1 renewed. St^d c.c. back plate a number of landing edge fractures cut out & welded by E.P. Port c.c. back plate, surface laminations cut out and built up by E.P. Port c.c. a number of c.c. stay nuts renewed. Port Boiler. A number of plain tubes expanded and a number renewed. P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far as now seen, is in good and efficient condition, and eligible in my opinion, to remain, as classed, with fresh record of survey, B.S. 7, 39 and C.L. 7, 39.

Survey Fee (per Section 29) B.S. £ 3 : - : - Fees applied for -9 AUG 1939
Special Damage or Repair Fee (if any) (per Section 29.) £ ✓
Travelling expenses (if chargeable) £ ✓
Received by me, 16/8 1939

E. Wilson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Assigned B.S. 7.39

W285-0065 (112)

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

If so, to be sent

Repairs [cont.] :-

Port Boilers:-

Std. C.C. back plate, surface laminations cut out and plate built up by E.P.

Std. C.C. 1 back end stay nut removed.

Port C.C. back plate, surface laminations cut out and plate built up by E.P.

A number of valves and seats machined.

E. Wilson.