

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

(Received at London Office JUL 28 1940)

Date of writing Report 22-7-1940 When handed in at Local Office 25/7/1940 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 40944 Survey held at Willington Quay - N-Tyne Date, First Survey 2-7-40 Last Survey 19-7-1940
(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel S.S. "Blue Gallcon" Year. Month. 1924 6
Tonnage Gross 712 Vessel built at Selby By whom Cochrane & Co., Ltd. When 1924 6
Net 337 Engines made at Hull By whom Amos Smith, Ltd When 1924

Nominal Horse Power 82 Boilers, when made (Main) 1924 (Donkey) -
No. of Main Boilers 146 Owners Gallen Shipping Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)
Managers Neeloh & Hobson Port Newcastle Voyage -

No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Cleburns Slipway
Steam Pressure in Main Boilers 180 lbs (State name of Dock.)
in Donkey Boilers -

Last Report No. - Port -
Particulars of Examination and Repairs (if any) As + 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 Yes

Was a damage report made by anyone else? If so, by whom? Underwriters' Surveyor

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

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

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 5-7-40 Present condition of funnel(s) Good

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? - , 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 - 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? -

State date of examination of Screw Shaft 5-7-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

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

Damage stated to have been caused on the 19th June 1940, when lying at anchor off Greenhithe, in the River Thames, by collision from the S.S. "Westhorn".

Repairs Done:- Vessel in Slipway. Examined propeller, screw shaft, stern bush, outside fastenings, the main boiler throughout & mountings etc safety valves adjusted under steam as above, stem pipes under water test of 24 l. donkey pump throughout.

Repairs Done:- The main steam pipe found fractured in way of flange, cut at thickness of flange & flange hoop & pipe which was repaired under a water test of 24 l. after being annealed. Donkey pump stem pipe annealed & tested to 24 l. donkey pump completely overhauled, bolts found bent & renewed. Piston pump renewed.

Repairs Done & Rec. Stern bush rewooded. Shaft lower manhole of boiler built up & refitted. Main stop spindle renewed. 17 l. piston rod skinned up & reworked, cracked pins skinned.

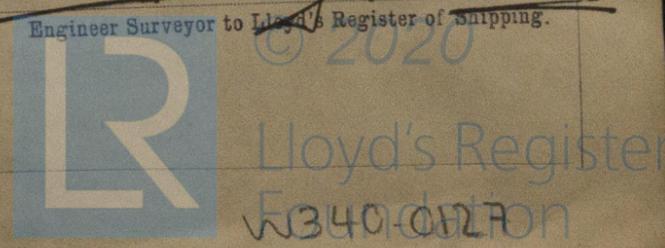
General Observations, Opinion, and Recommendation. (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 149 lb., E.D., &c.)

The machinery of this vessel, as far as now seen, is eligible in my opinion to remain as classed with fresh records of 2.7.40 & T.S. 7.40 C.L.

Survey Fee (per Section 29) £ 2 0 0
Special Damage or Repair Fee (if any) (per Section 29.) £ 2 2 0
Travelling expenses (if chargeable) -
Committee's Minute TUE: 6 AUG 1940
Assigned Bo 7.40

Fees applied for 25 JUL 1940
Received by me, -
19

L. J. Buchanan & J. Buchanan
Engineer Surveyor to Lloyd's Register of Shipping.



If so, is the Report sent now, or when will it be sent?

10m.11.33.-Transfer Ink. (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minute.

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

If so, to be sent as a certificate required.