

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

(Received at London Office)

-7 OCT 1939

Date of writing Report 8<sup>th</sup> Sept 1939 When handed in at Local Office 19 Port of CAPE TOWN.

No. in Reg. Book. 30386 Survey held at CAPE TOWN Date, First Survey 4<sup>th</sup> Sept Last Survey 6<sup>th</sup> Sept 1939

on the Machinery of the Wood, Iron or Steel S/S NEWTON BEECH (No. of Visits)

Tonnage { Gross 4651 Vessel built at Sunderland By whom Wm. Pickering & Sons Ltd When 1925-10  
 Net 2816 Engines made at Do. By whom N.E. Mar. Eng. Co Ltd When 1925

Nominal Horse Power { 346 Boilers, when made (Main) 1925 (Donkey)

No. of Main Boilers 3 Owners Tyneside Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers J. Reddy, Son, & Fully Port  Voyage

Steam Pressure in Main Boilers 180 If Surveyed Afloat ✓ in Dry Dock Graving Dock (State name of Dock.)

in Donkey Boilers ✓ 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? ✓

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

" " 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

This vessel was reported leaking into N°1 Tank.

The vessel was placed in Dry Dock and 62 rivets

were renewed. Other rivets & seams were caulked.

The Propeller & Sea connection fastenings were examined

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

(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, E.S.M.S. 9,11, \* L.M.C. 9,11, or \* L.M.C. 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed, without fresh record of Survey

Survey Fee (per Section 29) £ 19 Fees applied for 19

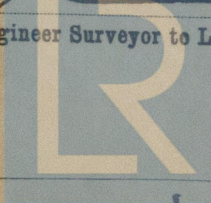
Special Damage or Repair Fee (if any) (per Section 29.) £ 19 Received by me, 19

Travelling expenses (if chargeable) £ 19

Committee's Minute FRI. 13 OCT 1939

Assigned As now

20 June 1939  
acting Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W431-0131

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

*Run*  
11.10.39

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