

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

No. 97116

JAN 31 1939

(Received at London Office)

Writing Report _____ When handed in at Local Office 30/1/39 Port of NEWCASTLE-ON-TYNE

Survey held at NORTH SHIELDS Date, First Survey 18-1-39 Last Survey 27-1-1939
on the Machinery of the Wood, Iron or Steel TANKER M/V "CHEYENNE" (No. of Visits 8)

Gross 8825 Vessel built at NEWCASTLE By whom PALMERS' CO. LD. Year. Month. _____
 Net 5267 Engines made at SUNDERLAND By whom W. DOXFORD & SONS, LD. When 1930 11
 Power 785 Boilers, when made (Main) _____ (Donkey) 1930
 Main Boilers _____ Owners ANGLO-AMERICAN OIL CO. LD. Owners' Address _____
 Key Boilers 2 D.B. Managers _____ (if not already recorded in Appendix to Register Book.)
 Pressure-Boilers _____ N Surveyed Afloat & in Dry Dock SMITHS, D.D. Port NEWCASTLE Voyage _____
 Key Boilers 150 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) LOCKING, P.L.M.C.S. TB. D.B. SRL

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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined 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? _____

Donkey " " " " YES

If not done, state for what reasons? _____

Parts of the Boilers could not be thus thoroughly examined? _____

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? _____

Date of internal examination of each boiler: P. 9. 23. 1. 39. Present condition of funnel(s) Good

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? YES To what pressure were they afterwards adjusted under steam? 150 lbs/sq

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

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

Has the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boilers? YES

Has the shaft now been drawn and examined? YES Is it fitted with continuous liner? NO Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YES

Has the 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? _____

Date of examination of Screw Shaft: 20. 1. 39. State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft: 5 1/1000

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

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? _____

Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? _____

If survey is not complete, state what arrangements have been made for its completion and what remains to be done: PART L.M.C.S.

Propeller, outer end of stern bush, seacock outside fastenings and seacocks in machinery space opened up examined, and found in good condition.

Screw shaft (O.C.) drawn in, examined and found in good condition.

C.C.S.:- Following parts opened up, examined and found in good condition.

MAIN ENGINE:- No 1, 2, 3 & 4 cylinders, liners, upper & lower pistons, valves & gear.

No 3 & 4 centre crossheads & guides.

No 3 side crankpins & brasses.

No 3 centre crankpin & brasses.

No 3 & 4 crankshaft journals.

at Observations, Opinion, and Recommendation: The machinery of this vessel so far as

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

is eligible in my opinion to remain as classed in the Register Book with fresh record of survey

C.C.S WITH DATE when the survey is completed, TB.S 1, 39 and screw shaft (O.C.) seen 1, 39 now

from S.R.L.

(per Section 29) _____ Pe. Ct. £ 5 5 0 Fees applied for _____
 Damage or Repair Fee (if any) T.B.S. £ 3 0 0 Received by me, 22/2/39
 Expenses (if chargeable) _____

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).
<u>10001</u>	<u>5, 39.</u>	<u>LMC CS 3, 35.</u>
<u>S.B. BEL N°1</u>	<u>35.</u>	<u>4, 38.</u>
		<u>T.B.S. 4, 38.</u>
<u>CARRYING PETROLEUM IN BULK.</u>		<u>T.B. OG. 12, 35.</u>

OIL ENGINE.
CONTINUOUS SURVEY.
SEE LIMITATION LIST.

A.E. Munro
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

WS10-0266 1/2

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

TANKER. "M/V CHEYENNE."CONTINUED:-PART I.M.C.C.S. AUXILIARIES Auxiliary compressor (star for^d electric drive).

Ballast pump (steam)

Aft piston & jacket cooling water pump.

Main & auxiliary machinery examined under working conditions and found satisfactory.II. B.S.:-Port and starboard donkey boilers examined internally and externally with their mountings, doors, and fastenings, found in good condition, afterwards examined under steam and their safety valves adjusted to working pressure 150 lbs/sq. in.REPAIRS W.T.:-

Main engine crankshaft, centre coupling bolts now renewed on account of slackness, new bolts supplied by Duxfords, holes reamed out, and new bolts fitted, good driving fit.

Minor repairs & adjustments effected to D.B. mountings.

Aux Compressor HP Compressor ring renewed.

S.R.L. Limit list:- A new water end was found already fitted to sea water circulating pump, examined and found satisfactory. Chief Engineer stated that this part was placed on board some months previously and fitted by engine room staff.Red