

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

(Received at London Office)

NOV - 6 1940

Date of writing Report _____ When handed in at Local Office 4/11/40 Port of NEWCASTLE-on-TYNE

No. in Reg. Book. 76885 Survey held at NORTH SHIELDS Date, First Survey 3rd Oct Last Survey 28th Oct 1940
(No. of Visits 9)

on the Machinery of the Wood, Iron or Steel S/S "MANSEPOOL"
Tonnage { Gross 4894 Vessel built at W. HARTLEPOOL By whom W. GRAY & CO. LD. When 1928 2
Net 3045 Engines made at W. HARTLEPOOL By whom CEN. MAR. E. WAKES LD. When 1929

Nominal Horse Power 505 Boilers, when made (Main) 1928 (Donkey)
No. of Main Boilers 3.98 Owners POOL SHIPPING CO. LD. Owners' Address
(if not already recorded in Appendix to Register Book.)
Managers SIR R. ROPNER & CO. LD. Port W. HARTLEPOOL Voyage

No. of Donkey Boilers _____ Steam Pressure in Main Boilers 180 LBS. Not Surveyed Afloat or in Dry Dock SMITHS. DOCK CO. LD.
in Donkey Boilers _____ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 114350 Port his
Particulars of Examination and Repairs (if any) BS. & S.R.L.

Periodical Surveys, when held, must be reported in detail and serially 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.

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. ALL 7-10-40. 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/S

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? _____ 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 _____ 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 _____ 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.

BS:- Boilers examined internally and externally with their mountings, doors and fastenings found or placed in good condition; afterwards examined under steam and their safety valves adjusted to working pressure as stated above.

REPAIRS WAT Corrosion at line of fire bars built up with electric welding, as found necessary. Superheater elements reconditioned and tested by N.E.M. Walkend. All uptake tubes renewed. 5 bottom manhole doors & 2 handhole doors refitted, built up by E.W.

S.R.L.:- LP cylinder not opened up for examination at this time. Condenser tested by water pressure found tight. Dozen tubes removed at random, cut up & examined, found in satisfactory condition, these tubes replaced by new tubes.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as seen is eligible in my opinion to remain as classed in the Register Book with fresh record of survey BS 10, 40; subject to the bottom of LP cylinder being examined before the end of June 1942.

Survey Fee (per Section 29) BS £ 4:0:0 Fees applied for 1-4 NOV 1940
Special Damage or Repair Fee (if any) (per Section 29.) £ _____
Travelling expenses (if chargeable) £ _____
Received by me, _____
Committee's Minute TUE 12 NOV 1940
Assigned As now Subject BS 10, 40



W 55-00 86

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

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

If so, is the Report sent away, or will it be sent to the Registrar?

The Surveyors are requested not to write on or below this space for Committee's Minute.