

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

22 MAY 1935

(Received at London Office)

NEWCASTLE-ON-TYNE

Date of writing Report 18/5/35 When handed in at Local Office 18/5/35 Port of

No. in Reg. Book. Survey held at 18/5/35 Date, First Survey 7/5/35 Last Survey 7/5/1935 (No. of Visits 4.)

85821 on the Machinery of the Wood, Iron or Steel SC. "TWICKENHAM"

Tonnage Gross 1881 Vessel built at Stockton By whom Robert &amp; Sons Ltd When 1912-6

Net 2991 Engines made at Stockton By whom Blair &amp; Co Ltd When 1912

Nominal Horse Power 434 Boilers, when made (Main) 1912 (Donkey) 1912

No. of Main Boilers 358 Owners Branch &amp; Co Ltd Owners' Address As recorded

No. of Donkey Boilers 1 Managers L. Atkinson (if not already recorded in Appendix to Register Book.)

Main Boilers 180 Port London Voyage Italy

Donkey Boilers 90 If Surveyed Afloat or in Dry Dock Asburn Docks Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

st Report No. 92254 Port General Exam. of Machinery

Particulars of Examination and Repairs (if any) Balance

Medical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Has a 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? Yes

Donkey " " " " No

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler 18/5/35 Present Condition of Funnel(s) Efficient

Has the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq. in.

Has the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? Not adjusted.

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

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

Has the Surveyor examine all the mountings of the Main Boilers? Yes, externally, and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? No 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? Yes

Has the 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? Yes

Has the 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? Yes.

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

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 S.L.M.C. 140 lb., F.D., &c.)

Eligible in my opinion to remain as classified for the intended voyage from the United Kingdom to Italy, then to discharge the cargo of coal, now to be carried & then direct to Italian Port to be taken up.

Survey Fee (per Section 29) £ 6:0:0 Fees applied for 17-5-1935

Special Damage or Repair Fee (if any) £ : : Received by me, 18/5/35

Travelling expenses (if chargeable) £ : : TUE. 28 MAY 1935

Committee's Minute Assigned Defered

Dele D.B. press

TUE. 31 DEC 1935

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W560-0020 1/2



it will not be used.

N.S. A general exam. made of the main engine, Thrust block, intermediate shafting, stem gland, fuel, air, circulating, bilge & ballast pumps, dynamo, main condenser, steering engine & windlass.

The piston rod & valve rod packing taken out the main engine removed & the stem gland partially repacked.

The packing removed in fuel, ballast & circulating pumps.

The main engine, together with all auxiliary machinery run under working conditions, together with dynamo, steering engine & windlass & all seen to be in good working order.

The engine room & stokehold water-tight doors fixed & made watertight.

A.H.S.