

# Report of Survey for Repairs, &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 NEWCASTLE-ON-TYNE

No. in Reg. Book 85821 Survey held at Seaburn 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. "TRICKETHAM"  
Tonnage Gross 2891 Net 2991 Vessel built at Stockton By whom Rapner & Sons Ltd When 1912-5  
Engines made at Stockton By whom Blair & Co Ltd When 1912  
Nominal Horse Power 434 Boilers, when made (Main) 1912 (Donkey) 1912  
No. of Main Boilers 350 Owners Branch Business Ltd Owners' Address As recorded  
No. of Donkey Boilers 1 Managers L. Atkinson Port London Voyage Italy  
Main Boilers 180 If Surveyed Afloat or in Dry Dock Seaburn Docks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. 92254 Port General Exam of Machinery

Particulars of Examination and Repairs (if any) See Appendix

Medical Surveys, when held, must be reported in detail and seriatim 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 descriptions 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 Yes

A damage report made by anyone else? If so, by whom? Yes

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? No

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Latest date of internal examination of each boiler Autumn 7/5/35, 18/5/35, 9/5/35 Present Condition of Funnel(s) Efficient

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

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

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

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

Did 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? Yes If so, state reasons 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 fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Date of examination of Screw Shaft 18/5/35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft As above

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

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

18/5/35 The three main boilers, together with their safety valves, opened out & examined internally & externally. Corrosion noted in bottoms of the combustion chambers, on water side, of the centre boiler, but considered safe for intended voyage. All other boiler mountings examined externally & found good. Funnel & uptakes examined & found efficient. The safety valves of the main boilers adjusted under steam as above.

Note The donkey boiler has not been examined

General Observations, Opinion, and Recommendation:—

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

Survey Fee (per Section 28) £ 6:0:0 Fees applied for 17-5-1935  
Special Damage or Repair Fee (if any) £ : :  
Travelling expenses (if chargeable) £ : :  
Received by me, 18/5/1935

Committee's Minute TUE. 28 MAY 1935  
Assigned Deferred  
Tele. D.B. press  
TUE. 31 DEC 1935

CHARACTER of Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
S.S. 1091.	4.32	7-L.M.C. 129
S.S. 1091-1, 25		B.S. 4.35
S.S. 1091-29		75-CL3.33

UNDERTAKING CASE



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

If no certificate required: If so, to be sent to

W560-0020 1/2

it will not be used.

M.S. A general exam. made of the main engine, thrust block, intermediate shafting, stem gland, feed, 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 feed, 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.