

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

(Received at London Office 4 JUN 1930)

Date of writing Report 10 When handed in at Local Office 2. 6. 30 Port of GLASGOW

No. in Reg. Book. 28450 Survey held at Bowling Date, First Survey 13. 5. 30 Last Survey 26th May 1930
 on the Machinery of the ~~Wood, Iron or Steel~~ SS "MICKLETON" (No. of Visits 5)

Tonnage { Gross 777 Vessel built at Beverly By whom Brook, Nel-tn & Seammell L^d When 1921-8 mo.
 Net 364 Engines made at Hull By whom C. D. Holmes & Co L^d When 1921

Nominal Horse Power { 109 Boilers, when made (Main) 1921 (Donkey) ✓
 No. of Main Boilers 258 Owners Western Nav. Co. L^d Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ✓ Managers W^m Scott & Co Port Hull Voyage
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Bowling (State name of Dock.)

in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE & M.S.

(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? Not required.

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor

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

Do, " Donkey " " " " ✓
If this was not done, state for what reasons? B.S. Not due.

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? ✓

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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes 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? ✓

Has 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? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit. Bush reworked

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

NOW DONE:- DAMAGE:- Stated to have been caused by Vessel grounding in the River Scheldt at Terneuzen 2nd April 1930, while on a voyage from Goole to Ghent:- Vessel placed on Slip, propeller, tail shaft, sea cocks and valves with their outside fastenings examined.

REPAIRS:- New liner supplied and fitted to Tail shaft.
M.S.:- Cylinders, Pistons, Valves & Casings, Thrust & Crank Shafts Condenser, Pumps & Pumping arrangement, Steering Engine, Windlass all examined. Main Steam Pipe tested.

REPAIRS:- New H.P. Valve Spindle and New Air Pump Bucket supplied and fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as (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, or L.M.C. 9.11, 140 lb., F.D., &c.)
now seen, is in a safe working condition, and is eligible, in my opinion, to remain as classed, and to have Fresh Record in the Register Book M.S. 5-30 and T.S.C.L. 5-30.

Survey Fee (per Section 28) M.S. £ 7 : 0 : 0 Fees applied for 3 JUN 1930
Special Damage or Repair Fee (if any) £ 3 : 3 : 0
Travelling expenses (if chargeable) £ :

Committee's Minute GLASGOW 3 JUN 1930
Assigned H.L.M.C. M.S. 5-30.
Notes kept.

Received by me, W.M. 10.6.30
 Engineer Surveyor to Lloyd's Register of Shipping.
 TUE. 24 MAR 1930
 TUE. 28 APR 1930
 TUE. 31 MAY 1930
 Lloyd's Register Foundation

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

In a Certificate required: If so, to be sent to

