

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

7 MAR 1931

(Received at London Office)

Date of writing Report 19 31 When handed in at Local Office 6/31 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 70812 Survey held at South Shields Date, First Survey 27 Feb Last Survey 2 March 1931
 on the Machinery of the Wood Iron or Steel Sec. "FERNMOOR" (No. of Visits 2)

Tonnage { Gross 5812 Vessel built at Newcastle By whom Wharfedale S.S. Co. Ltd. When 1922, 9.
 Net 3666 Engines made at do By whom N.E. Mat. Eng. Co. Ltd. When 1922.
 Nominal Horse Power 568 Boilers, when made (Main) 1922. (Donkey)
 No. of Main Boilers 3SA Owners Woot Line, Ltd. Owners' Address
 No. of Donkey Boilers 1 Managers W. Runciman & Co. Ltd. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 Port London Voyage ✓
 in Donkey Boilers ✓ Surveyed Afloat or in Dry Dock Bigham & Co. Ltd. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage.

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? Offered but not required.

Was a damage report made by anyone else? If so, by whom? Yes Underwriters Surveyors.

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? Survey 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 3/32 IN.

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

It is stated that the B.S. shortly due, will be carried out at the first convenient opportunity.

Damage stated to have been caused by vessel grounding near Belfast Lough, January 31st 1931 on voyage Manchester to Tyne.

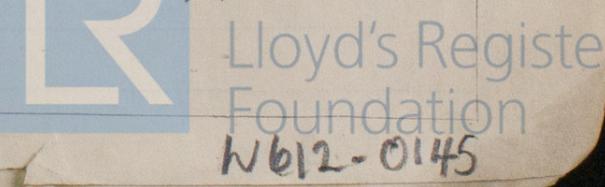
How done: - Vessel placed in dry dock, propeller, tail shaft, stern bush and all under water fastenings examined. Propeller, one blade, half missing. New propeller now fitted.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in my opinion eligible to remain as classed, and to have a fresh record of "T.S.C.L. 3, 31"

Survey Fee (per Section 28) £ : : Fees applied for E 6 MAR 1931
 Special Damage or Repair Fee (if any) £ 1 10 0 (per Section 28.)
 Travelling expenses (if chargeable) £ : : Received by me, 10/3/1931

George R. Chappell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Assigned As now
S. 3-31



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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