Rpt. 9.

No. 99129

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

(Received at London Office JAN 24 1941)

Date of writing Report ..... 19.... When handed in at Local Office 21/1/1941 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 75904. Survey held at NORTH SHIELDS. Date, First Survey 23rd Dec/40 Last Survey 2 Jany 1941 (No. of Visits 3.)

on the Machinery of the ~~Wood~~, ~~Iron or~~ Steel S/S "HINDPOOL".

Tonnage { Gross 4897. Net 3040.

Nominal Horse Power 505.

No. of Main Boilers 3.SE.

No. of Donkey Boilers /

Steam Pressure— in Main Boilers 180 LBS.

in Donkey Boilers /.

Vessel built at W. HARTLEPOOL. By whom W. GRAY & CO LD. When 1928. 5. (Year. Month.)

Engines made at W. HARTLEPOOL. By whom GEN. MAR. ENG. WKS. When 1928.

Boilers, when made (Main) 1928. (Donkey) /.

Owners POOL SHIPPG CO LD. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers SIR R. ROPNER & CO. Port W. HARTLEPOOL. Voyage

~~N~~ Surveyed Afloat ~~&~~ or in Dry Dock SMITHS PONTOON. (State name of Dock.)

Last Report No. ..... Port .....

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100A1. 9.40.		✠LMC 4.40.
SS. SHL No3 — 4.40.		TS. CL. 6.39.

Particulars of Examination and Repairs (if any) DOCKING DAMAGE TS.

(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 /

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? NO

" " Donkey " " " /

If this was not done, state for what reasons? BS 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? /

State latest date of internal examination of each boiler / Present condition of funnel(s) GOOD.

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 Boilers? /

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

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? NO.

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 date of examination of Screw Shaft 26.12.40. State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/16".

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.

On account of damage stated to have been caused through enemy action (mine explosion) off River Tyne December 1940.

Propeller, outer end of stern bush and outside fastenings of sea connections examined and found in good condition.
Screw shaft (cl) drawn in examined, and found in good condition.
Crank, thrust and intermediate shafts examined and found in good condition.

DAMAGE REPAIRS. 5 intermediate shaft bearing keeps and 1 thrust bearing keep (cast iron) renewed.
All holding down bolts tested and hardened up as found necessary.
Thrust access gland resecured.

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 ✠LMC CS 3,34, 140 lb., F.D., &c.)

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 screw shaft (cl) seen 12.40.

Survey Fee (per Section 29) £ : ✓ :

Special Damage or Repair Fee (if any) (per Section 29.) £ 5 5 : 0.

Travelling expenses (if chargeable) £ : :

Fees applied for 21 JAN 1941 19....

Received by me, ... 19....

A. E. Munro.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 11 FEB 1941

Assigned As now

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

If so, is the Report of Ship and Machinery precisely as in the Register Book

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

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

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All shafting examined after damage sustained from mine explosion.
Intermediate shaft-bearing keeps & one thrust-bearing keep renewed.

It is submitted that this vessel is eligible to remain as CLASSED. S. 11.40.

L.J.
7/2/41.

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