

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

HULL

Date of writing Report 11/11/1947 When handed in at Local Office 11/11/1947 Port of HULL  
 No. in Survey held at Hull Date First Survey 23/10/47 Last Survey 4/11/1947  
 Reg. Book. 28035 on the Machinery of the Wood, Iron or Steel Sc "Langlecrag" (No. of Vessels 6)  
 Tonnage { Gross 4909 Vessel built at Newcastle By whom Palmer & Co Year. Month. 1929-7  
 { Net 2997 Engines made at do By whom N.E. Mar Eng Co When do  
 Nominal Horse Power 481 Boilers, when made (Main) 1929 (Donkey) ✓  
 No. of Main Boilers 3 Owners Melrose & Son Shipping Co Owners' Address ✓  
 No. of Donkey Boilers ✓ Managers H.G. Mann (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 225 lb Port Newcastle Voyage ✓  
 in Donkey Boilers ✓ X Surveyed Afloat & in Dry Dock Alexandra Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) Boiling & Mash. Repairs

(Periodical Surveys, when held, must be reported in detail and verbatim 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 not, state for what reasons Not done

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? ✓

State latest date of internal examination of each boiler ✓

Present condition of funnel(s) efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓

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 the screw shaft now been drawn and examined? No

Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓

Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓

State date of examination of Screw Shaft ✓

State the wear down in the stern bush Not taken

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? ✓

Engine parts, when referred to by numbers, should be counted from forward.

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

New done:-

Vessel placed in dry dock and the propeller & outside fastenings examined and found satisfactory.

At request of Owners Super the following items have been opened out and examined & dealt with as stated:-

Ballast pump:- Water end liners & buckets found worn, & now renewed; suction & del. valves refitted

Gen Service pump:- suction & del. valves refitted & bucket rings & piston rod renewed & bucket rings renewed. Suction pipe from Header renewed.

Indep feed pumps:- suction & del. valves refitted & piston & bucket rings renewed. Rod of after pump machined & bushes renewed.

Indep. circ pump:- crankshaft & turned up at ends & new flywheel fitted; impeller shaft bushes renewed & shafts realigned.

The above pumps examined under steam on completion and considered efficient until the LMC Survey. Int. Certificate. Copy attached

## 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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

CS 2.24,

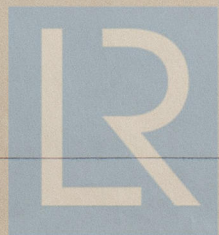
The machinery of this vessel is eligible in my opinion to remain as classed, without fresh record.

Survey Fee (per Section 29) Repairs £ 4.4.0 Fees applied for  
 Special Damage or Repair Fee (if any) £ 3.3.0 LATE ATTENDANCE 3-3-0  
 Travelling expenses (if chargeable) £ 7.6 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned



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W9938-0137 1/2



Fee (per Section 29).....

£

:

:

Fees applied for

19

Damage or Repair Fee (if any).....  
(per Section 29.)

£

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Received by me,

19

ing. expenses (if chargeable).....

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RETAIN

RETAIN

Very  
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Several pumps overhauled and  
repaired  
Socking

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

Yours  
11.12.47



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