

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

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office 4 JAN 1949 Port of South Shields  
 No. in Reg. Book. 53565 Survey held at South Shields Date. First Survey 13. 12. 48. Last Survey 28. 12. 1948  
 on the Machinery of the Wood, Iron or Steel S.S. "BRIGHTSIDE" (No. of Visits 6)

Tonnage { Gross 476 Vessel built at Queensferry By whom Abdela-Mitchell Year. Month. When 1930. 8  
 Net 189 Engines made at Brimscombe By whom Abdela-Mitchell When 1930.  
 Nominal Horse Power } 79 Boilers, when made (Main) 1930. (Donkey) ✓  
 No. of Main Boilers 1. 5B. Owners Robert Taylor Sons Ltd. Owners' Address Dundee.  
 No. of Donkey Boilers ✓ Managers G. T. Gillie Blair, Ltd. (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 130 lb. Port Dundee. Voyage.....  
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Boch  
 (State name of Dock.) Messrs Bigham & Coan Ltd.

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Damage; Docking; B.S.  
 (Periodical Surveys, when held, must be reported in detail and serially 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 yes Not required

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes  
 " " Donkey " " " ✓

If not, state for what reasons ✓ 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 17. 12. 48. Present condition of funnel (h) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 130 lbs/10"

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? yes 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? yes 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? No 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 5/32" Is electric light and/or power fitted? No 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.

Damage stated sustained to windlass due to collision of vessel with S.S. "Baskerville" off Gravesend, River Thames, on 12<sup>th</sup> December 1948.

Now Done: Damage: Windlass opened up, examined and found a placed in good order.

Repairs: Damage: Main driving shaft and cable lifter shaft placed in lache, tried for truth and found satisfactory. 2 guide bar tap bolts renewed, (slack).

Now Done: Docking: Vessel placed in drydock, propeller, aft end of stern bush, sea connections and outside fastenings examined and found a placed in good order.

B.S. Main boiler examined throughout with mountings, manholes, doors and fastenings and found a placed in safe working condition. Boiler examined under steam and safety valves adjusted to pressure stated above.

Repairs, Wear & tear: Sea connections opened out and overhauled - minor repairs effected.

Boiler mountings overhauled - minor repairs effected - wastage of boiler end plate in way of blowdown valve made good by E.W. Blow down valve removed and rejointed to end plate.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen

(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 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)  
is in efficient condition and eligible in my opinion to remain as classed with fresh record of B.S. 12. 48.

Survey Fee (per Section 29) 35 £ 3 : 0 : 0 Fees applied for 10 JAN 1949  
 Special Damage Report Fee (if any) (per Section 29.) 3 £ 3 : 3 : 0 Received by me, D. Taylor  
 Travelling expenses (if chargeable) ✓ £ : : 19  
 Licence Case 4 FEB 1949  
 Committee's Minute \_\_\_\_\_  
 Assigned BS 12. 48



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

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