

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

(Received at London Office)

18 DEC 1943

Date of writing Report..... 19..... When handed in at Local Office..... 6. 12. 43 Port of Glasgow.
 No. in Survey held at Bowling. Date. First Survey 16. 11. 43. Last Survey 29. 11. 1943.
 Reg. Book. 23230. on the Machinery of the Wood, Iron or Steel "H. Emerald" (No. of Visits..... 3.....)

Tonnage Gross 806. Vessel built at Pt. Glasgow. By whom A. Rodger & Co. When 1904. 8.
 Net 351. Engines made at Glasgow. By whom A. Rodger & Co. When 1904.
 Horse Power 99. Boilers, when made (Main) 2. 29. (Donkey)
 No. of Main Boilers 1. Owners W. Robertson. Owners' Address
 No. of Donkey Boilers 1. Managers (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 160. Port Glasgow. Voyage
 in Donkey Boilers 1. If Surveyed Afloat or in Dry Dock Both. Bowling Slipway and Bowling Wharf.
 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage and 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 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 16. 11. 43.

Present condition of funnel (s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes.

To what pressure were they afterwards adjusted under steam? 160 lbs/sq. in.

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? Yes.

Has it a continuous liner? Yes.

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

State date of examination of Screw Shaft 18. 11. 43

State the wear down in the

stern bush 3 1/2

Is electric light and/or power fitted? Yes

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

Damage stated to have been sustained through vessel grounding approximately three miles off Rathray Head whilst on a voyage from Clyde Anchorage to London on 11th October 1943.

Now Done: Vessel drawn up on the slipway. Propeller, after end of stern tube, sea valves and all outside fastenings examined and found in good order. Screw shaft withdrawn examined and found in good order. Wear down in stern bush 3 1/2.

Main engine pad, bilge, pit and circulating pumps, condensers (tested) Thrust shaft, thrust block examined and placed in working order.

Minor repairs effected.

For B.S.: Boiler examined internally and externally together with its safety valves, mountings and doors and placed in working order. Safety valves adjusted under steam to 160 lbs/sq. in. Minor repairs effected.

Note: At this time a drain tank for Atmospheric exhaust condensate with suction pipe line to B.S./

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

(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.)

in efficient condition and eligible in our opinion to remain as classed with fresh record of B.S. 11. 43. and T.S. 11. 43.

Survey Fee (per Section 29) B.S. £ 2 : 0 : 0 Fees applied for 14 DEC 1943

Special Damage or Repair Fee (if any) £ 3 : 3 : 0.

(per Section 29.)

Travelling expenses (if chargeable) £ :

Received by me,

19

W. Dawson. P. Weston.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 14 DEC 1943 GLASGOW

Assigned B.S. 11. 43

43

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

GLASGOW

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



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6850

"Emerald"

G.S. pump was fitted in the stokehold starboard side aft.

Noted.

2/4
17/12/43