

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

(Received at London Office 10 JUN 1925)

Date of writing Report May 30<sup>th</sup> 1925 When handed in at Local Office May 30<sup>th</sup> 1925 Port of GLASGOW  
 No. in Reg. Book. Survey held at Ardrossan Date, First Survey 28.4.25 Last Survey May 24<sup>th</sup> 1925  
40942 on the Machinery of the Wood, Iron or Steel S.S. GORILLA (No. of Vents 5)  
 Tonnage { Gross 442 Kessel built at Glasgow By whom Harland & Wolff Ltd When 1922 - 2 mts  
 Net 351 Engines made at do By whom A. J. Inglis Ltd When 1922  
 Nominal Horse Power 123 Boilers, when made (Main) 1922 (Donkey) -  
 No. of Main Boilers 2 Owners Burns and Laird Lines Ltd Owners' Address (if not already reported in Appendix to Register Book)  
 No. of Donkey Boilers - Managers Port Glasgow Voyage -  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat AND in Dry Dock Ardrossan Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers - (State name of Dock.) Dry Dock

Last Report No. PortParticulars of Examination and Repairs (if any) LMC, TS.

(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

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? Yes

Do. " Donkey "

If this was not done, state for what reasons?

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?

Yes

To what pressure were they afterwards adjusted under steam? 180 lbs

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?

Yes

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

None

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

Yes

, 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? No

Has shaft now been changed? No If so, state reasons

Is the shaft now fitted new?

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?

1/8 B.

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

Complete

LMC. The cylinders, pistons, slide valves and faces, crank, thrust and propeller shafts, air, feed, bilge, circulating and donkey pumps, condenser sea connections and their fastenings, propeller, bilge connections, steam steering gear and windlass all examined. Condenser tested. Main steam pipes annealed and tested to 360 lbs "hyd press. Main boilers examined together with safety valves, doors, and mountings. Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel 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, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, now as far as seen in good and safe working condition and eligible in my opinion to remain as classed and to have fresh records of LMC 5-25 and TSCL 5-25.

Survey Fee (per Section 25) £10:0:0 Fees applied for 19  
 Special Damage or Repair Fee (if any) £  
 Travelling Expenses (if chargeable) £1:8:0 Received by me, 17.11.25

Committee's Minute GLASGOW 9-JUN 1925

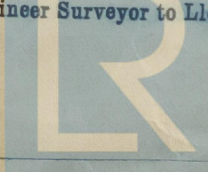
Assigned + LMC 525

CERTIFICATE WRITTEN 17.9.25

CERTIFICATE WRITTEN 18.6.25

Not Shaph.

David C Barr 2020  
 Engineer Surveyor to Lloyd's Register of Shipping.



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002127-002137-0117



S. S. No 1 due 2. 26 now held.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 5. 25.  
S 5. 25.

*Ad.*  
13/6/25.

N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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