

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

(Received at London Office)

1 JUN 1950

of writing Report.....19..... When handed in at Local Office.....27/5/1950..... Port of Glasgow.

in Survey held at Glasgow. Date. First Survey 3.2.50 Last Survey 6.4.50 (No. of Visits 10)

on the Machinery of the Wood, Iron or Steel La "Loch Dee" Year. Month.

Gross 5252 Vessel built at Sunderland. By whom J. L. Thompson & Son, Ltd. When 1934 5.

Net 2948 Engines made at Sunderland. By whom N.E. Marine Eng. Co., Ltd. When 1934.

inal 409 MW. Boilers, when made (Main) 1934 (Donkey) "

Main Boilers 3 Owners Steamship "Induna" Co., Ltd. Owners' Address "

Donkey Boilers " Managers MacLay & McIntyre, Ltd. Port GLASGOW Voyage "

Pressure 220 lb. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. " Port "

Particulars of Examination and Repairs (if any) Eng, T.S, B.S. & Oil fuel conversion.

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any. 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

In 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.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Donkey " " " "

State for what reasons What parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler All boilers 26, 3, 50. Present condition of funnel(s) Good.

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lb. a WP.

Surveyor examine the Safety Valves of the Donkey Boilers? " To what pressure were they afterwards adjusted under steam? "

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? "

Surveyor examine the drain plugs of the Main Boilers? " and of the Donkey Boilers? "

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? "

Has shaft now been drawn and examined? Yes Has it a continuous liner? Yes 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? Yes Has it a continuous liner? Yes

Is oil retaining appliance fitted at the after end? " State date of examination of Screw Shaft 27, 3, 50 State the wear down in the Good fit

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? "

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. Complete.

Is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

ONE: Vessel placed in dry dock. Propeller & underwater fastenings examined & found satisfactory.

All sea valves opened, examined & found or placed in efficient condition.

Tail shaft drawn in, examined & found in efficient condition.

TWO: General service pump plip, side inlet valve found wasted now renewed.

THREE: All three Main Boilers, completely opened, examined externally & internally together with safety valves, doors & mountings and placed in efficient condition.

Safety valves of all boilers adjusted under steam to 220 lb. a WP.

Superheater examined & found efficient.

REPAIRS: Several rivets at furnace mouths of all boilers renewed.

A sealing of electric welding was run round the mouths of all furnaces.

Several stay nuts were renewed in each combustion chamber.

(Cont'd)

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

very good condition, and it 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.) CS 2.34.

Condition & eligible in my opinion to remain as classed with, fresh records of BS 3, 50,

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CERTIFICATE WRITTEN
(dated 21.9.50)

Received by me, J. Wilson
Engineer Surveyor to Lloyd's Register of Shipping.

Section 29.) BS E 13 : - : - Fees applied for
Revision to Oil Fuel 35 : - : - 3.1 MAY 1950
Repair Fee (if any) : - : -
Section 29.) : - : -
S (if chargeable) E : - : -
Minute GLASGOW 31 MAY 1950 CD.
BS 4/50
5 3/50

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Lloyd's Register
002711-002716-0200 (1/2)

At this time all the Boilers have been converted to burn oil fuel.

The piping, cocks, valves has been installed as per approved plans (attached) examined, tested & found satisfactory.

Extended spindles have been fitted according to plans, examined, tested and found efficient.

Heating coils in all tanks satisfactorily tested hydraulically to 440 lb \square (240)

Upon completion, the whole system was hydraulically tested to 440 lb \square & found satisfactory.

The oil filling line was satisfactorily tested to 100 lb \square .

The complete installation was examined under full working conditions and found satisfactory.

Satisfactory tests were carried out on the steam fire-extinguishing installation.

J.W.B.
J.P.