

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

(Received at London Office 1 JUN 1950)

27/5/50 Port of Glasgow

When handed in at Local Office 27/5/50 Date First Survey 3.2.50 Last Survey 6.4.50

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~~ *Steel* *"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.

Boilers, when made (Main) 1934 (Donkey) Owners Steamship "Induna" Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers MacLay & McIntyre, Ltd. Port GLASGOW Voyage

If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Green dry dock No. 1, Finlay & Queens Docks.

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 serially in the terms of the Rules. State clearly the cause of Repairs, if any.

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 " " " "

Parts 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 lbs 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?

Shaft now been drawn and examined? *Yes.* Has it a continuous liner? *Yes.* Is an approved oil retaining appliance fitted at the after end?

Shaft now been changed? *No.* If so, state reasons. Has the shaft now fitted been previously used? *Yes.* Has it a continuous liner? *Yes.*

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.*

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

S:- 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 lbs 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*

condition & eligible in my opinion to remain as classed with, fresh records of BS 3, 50, 3, 50 & notation 'fitted for Oil Fuel' 4, 50, F.P. above 150° F.

BS E 13 - - Fees applied for 3.1 MAY 1950

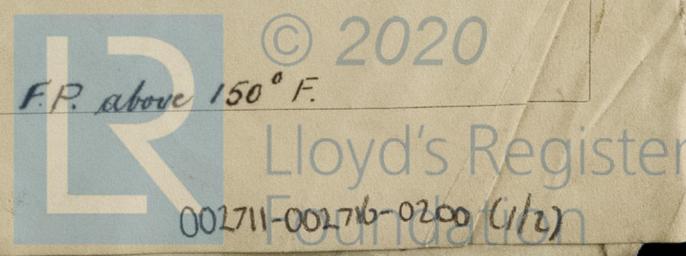
Repair Fee (if any) *Oil Fuel 35* Received by me, *J.W. Wilson.* Engineer Surveyor to Lloyd's Register of Shipping.

Minute *GLASGOW 31 MAY 1950 CD.*

BS 4/50 Fitted for oil fuel 4/50, F.P. above 150° F.

5 3/50

CERTIFICATE WRITTEN (dated 21.9.50)



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

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

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 sq (240)

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

The oil filling line was satisfactorily tested to 100 lb sq.

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.D.
J.P.