

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

(Received at London Office)

27 JAN 1954

Date of writing Report 15. 1. 54 When handed in at Local Office 18. 1. 54 Port of GLASGOW.
 No in Reg. Book. Survey held at TROON. Date. First Survey 2. 4. 53 Last Survey 30. 12. 19 53
 (No. of Visits 24)

11866 on the Machinery of the ~~Wood, Iron or Steel~~ "GUINNESS"
 1234.31.
 Tonnage { Gross 1151 Vessel built at TROON By whom RILSA S.B. Co. Ltd. Year 1931 Month 5
 Net 556 Engines made at TROON By whom RILSA S.B. Co. Ltd. When 1931
 IN As Per Rule 194 Boilers, when made (Main) 1931 (Donkey) -
 No. of Main Boilers 25.9. Owners ARTHUR GUINNESS SON & CO (DUBLIN) LTD. Owners' Address -
 " " " 3710 Managers - Port LONDON. Voyage -
 No. of Donkey Boilers ✓ If Surveyed Afloat 2 in Dry Dock TROON
 Steam Pressure - (State name of Dock.)
 in Main Boilers 200 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers ✓

Last Report No. - Port TROON
 Particulars of Examination and Repairs (if any) LMC - TS
 Periodical Surveys, when held, must be reported in detail and seriatim 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
 " " " 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 BOTH 18.12.53 Present condition of funnel EFFICIENT
 Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 200 lbs sq"
 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? NONE 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 20.10.53 State the wear down in the stern bush REWOODED Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? YES
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.
NOW DONE: Vessel placed in dry dock, propeller, stern bush, sea connections and their fastenings examined. Screw shaft DRAWN, examined and found satisfactory. Examined main engine cylinders, covers, pistons & slide valves; cranks and thrust shafts; All pumps and pumping arrangements; Windlass & steering engine; Condenser and main steam pipes examined & tested. Both main boilers examined throughout, including manholes, doors, fastenings, safety valves & other mountings, finally run under steam and the safety valves adjusted. All above parts found or now placed in good condition.
REPAIRS - WEAR & TEAR: Lower half of stern-bush re-wooded - All main engine bottom end bearings and R.P. top end bearings re-metalled - R.P. & M.P. valve spindles renewed & R.P. valve spindle machined. Front pump linker-top bearings renewed - Outboard fuel pump ram renewed - G.S.P. steam end cylinders renewed - Main circulating pump impeller shaft renewed, engine cylinders ground and new piston valve fitted - Both generator engines - cylinders ground, pistons & piston valves renewed

General Observations, Opinion, and Recommendation: - P.T.O
 (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, etc.)
 The machinery of this vessel is in good condition and eligible, in our opinion, to remain as classed with fresh record of +LMC 12.53 and screw shaft CL 10.53.

ELEC. REPAIRS £ 5 - -
 LMC-MS £ 18 - -
 Survey Fee (per Section 23) - BS £ 10 - -
 TS 3 - -
 Special Repair Fee (if any) £ 12 - -
 (per Section 23) ELEC. SUR. 6 - -
 Travelling expenses (if chargeable) £ 4: 16 -
 Committee's Minute ELEC. EXP. 3 6 -
 Assigned + LMC 12.53

Fees applied for, JAN 1954
 Received by me, Gen. R. Smeaton & J. Sharpe
 Engineer Surveyor to Lloyd's Register of Shipping.

GLASGOW 26 JAN 1954

S. 10.53.
 003450-003457- 02 73
 Lloyd's Register Foundation

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

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

