

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

Received at London Office

of writing Report 2-12-48 19 When handed in at Local Office 19Port of YOKOHAMA
 in Survey held at Kobe & Yokohama Date: First Survey 23-11-48 Last Survey 2-12-48 19
 Book (No. of Visits 3)
552 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "ETTRICKBANK"

Age {	Gross <u>5138</u>	Vessel built at <u>Sunderland</u>	By whom <u>Wm Doxford & Sons Ltd</u>	When <u>1937</u>	Year. <u>11</u>
	Net <u>3040</u>	Engines made at <u>-do-</u>	By whom <u>-do-</u>	When <u>1937</u>	Month.
Mainal Power }	<u>MN. 687</u>	Boilers, when made (Main) <u>XX</u>	(Donkey) <u>1937</u>		
		Owners <u>Inver Transport & Trading Coy Ltd</u>	Owners' Address		
of Main Boilers	<u>X</u>	Managers <u>A. Weirs & Coy</u>	(if not already recorded in Appendix to Register Book.)	Port	Voyage
of Donkey Boilers	<u>2</u>	If Surveyed Afloat <u>AND</u> in Dry Dock <u>Yokohama & Kobe D.D.</u>			
Pressure—	<u>X</u>	(State name of Dock.)			
Main Boilers	<u>X</u>				
Donkey Boilers	<u>120</u>				

st Report No. Port

Particulars of Examination and Repairs (if any) Docking

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.

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 XX

is a damage report made by anyone else? If so, by whom? XX

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

" " Donkey " " " X

this was not done, state for what reasons? X

what parts of the Boilers could not thus be thoroughly examined? X

to 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? X

the latest date of internal examination of each boiler X

Present condition of funnel(s) X

did the Surveyor examine the Safety Valves of the Main Boiler? X

To what pressure were they afterwards adjusted under steam? X

did the Surveyor examine the Safety Valves of Donkey Boiler? X

To what pressure were they afterwards adjusted under steam? X

did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? X

and of the Donkey Boilers? X

did the Surveyor examine the drain plugs of the Main Boilers? X

and of the Donkey Boilers? X

did the Surveyor examine all the mountings of the Main Boilers? X

and of the Donkey Boilers? X

has screw shaft now been drawn and examined? NO

Is it fitted with continuous liner? X

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

has shaft now been changed? X If so, state reasons X

has the shaft now fitted been previously used? X

Has it a continuous liner? X

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

date of examination of Screw Shaft X State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

Engine parts, when referred to by numbers, should be counted from forward. X

Is electric light and/or power fitted? X

if so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? X

has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? X

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 drydock, propeller, aft end of stern tube, sea valves opened out, their fastenings examined, and found or placed in good condition, Evidence of leakage from propeller nut cone; cone now removed, propeller nut hardened up and cone rejoined. Two propeller blade tips faired locally and dressed.

General Observations, Opinion, and Recommendation:—

This vessel's machinery is in safe

(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, B.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

working condition and eligible in our opinion to remain as now classed without fresh record of survey.

Survey Fee (per Section 29)	£ : :	Fees applied for,
Special Damage or Repair Fee (if any) (per Section 29.)	£	19
Travelling expenses (if chargeable)	£ : :	Received by me,
		19

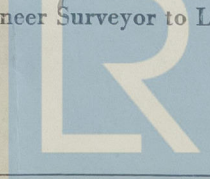
Committee's Minute

Assigned

TUES. 1 FEB 1949

As now

Engineer Surveyor to Lloyd's Register of Shipping.

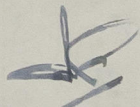


Lloyd's Register Foundation

003467-003473-0083

Dockwuf.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.



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