

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

(Received at London Office 10 JAN 1934)

Date of writing Report 23-12-33 When handed in at Local Office 3rd January 1934 Port of Glasgow

No. in Reg. Book. 41951 Survey held at Pol. Sh. Greenock Date, First Survey 11th DECEMBER 1933 Last Survey 22nd DECEMBER 1933 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel SIS ULMUS

Tonnage { Gross 2782.25 Vessel built at Pol. Glasgow By whom Deuley, Brumm & Co When 1926
 Net 1666.41 Engines made at Glasgow By whom Donnan & Co When 1926

Nominal Horse Power 250 Boilers, when made (Main) 1926 (Donkey) -

No. of Main Boilers 2 Owners Wilson & Harrison Skarville Owners' Address (if not already recorded in Appendix to Register Book.)
Port Cardiff Voyage

No. of Donkey Boilers 1 Managers
 Steam Pressure in Main Boilers 180 If Surveyed Afloat in Dry Dock Lilgou & Co Ltd London Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers 1

Next Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C.

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 details 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 ✓

as 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? 11-12-33 Yes

Do. " Donkey " " " Yes

Why was this not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? None

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? 185 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 Boilers? ✓

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 the screw shaft now been drawn and examined? 20-12-33 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 the 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Lower half removed

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

Cylinders, Pistons, Slide Valves, faces Propeller Tunnel Thrust
Blank Shafts, Condenser, Pumps & Auxiliaries, Sea connections
Tur fastenings, Propeller & Stem tube, Steering Engine, Dredger
Dynamo Engine, all examined
Both main boilers with their Safety Valves, Mountings
entirely & internally examined & found in good condition
their Safety Valves adjusted under steam & then also working
pressure
Electrical installation examined & tested under working condition
found satisfactory (7 Kw)
Main Fed. Bilge Pump, Rain & Oil Pump, Rod. Stummed up, new gland, oak broken
rod, & new tube fitted in condenser & same fixed

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, 140 lb., F.D., &c.)
now as far as seen in good & efficient condition, & eligible
in my opinion to remain as classed with fresh record of +wre
2.33 & Abolition of Propeller Shaft seen. 12.33

Survey Fee (per Section 29) £ 11 :- : Fees applied for 24th DECEMBER 1933

Special Damage or Repair Fee (if any) (per Section 29) £ 1 :- : Received by me, W. E. Gordon-Mitchell

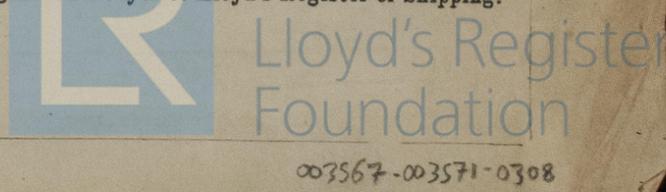
Traveling expenses (if chargeable) £ : : 25/1/1934

Committee's Minute GLASGOW 9 JAN 1934 FRI. 19 JAN 1934

Assigned + L.M.C. 12.33 Shaft 12.33

CERTIFICATE WRITTEN 20/1/34

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



Noted.
R. J.
18/1/34.

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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