

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

Date of writing Report 23-12-33 When handed in at Local Office 3rd January 1934 Port of Enniskillen  
No. in Survey held at Pol. Sh. Enniskillen Date, First Survey 11th December 1933 Last Survey 22nd December 1933  
1951 on the Machinery of the ~~Wood Iron or Steel~~ S/S ULMUS (No. of Visits 5)  
Gross 2782.25 Vessel built at Pol. Glasgow By whom Dunlop Brumby & Co. When 1926  
Net 1666.41 Engines made at Glasgow By whom D. Rouan & Co. When 1926  
Nominal Horse Power 250 Boilers, when made (Main) 1926 (Donkey) -  
No. of Main Boilers 2 Owners Wilson & Harrison Skarville Owners' Address  
No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 180 Port Cardiff Voyage  
No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock Lifford Basin London Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port  
Particulars of Examination and Repairs (if any) LMC  
Periodical Surveys, when held, must be reported in detail and verbatim 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?

Do. " Donkey " " " " " " "

Why was this not done, 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 185 lb

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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

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

Has shaft now been changed? 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?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Cylinders, Pistons, Slide Valves, Jacks, Propeller, Tunnel Thrust, Blank Shafts, Condenser, Pumps & Auxiliaries, Sea connections, Turbines, Propeller, Stern Tube, Steering Engine, Dredge, Dynamometer Engine, all examined  
Both Main Boilers with their Safety Valves, Mountings, externally & internally examined, found in good condition  
their Safety Valves adjusted under steam & then allowed working pressure  
Electrical Installation examined & tested under working condition  
found satisfactory (7 Kw)  
Main Fuel Barge Pump, Rammer for Pump Rod, Shummed up, new gland, new broken tie, & new tie fitted in Condenser, same fixed  
General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good & efficient condition, is eligible in my opinion to remain as classed with fresh record of +ve 2.33 & Abolition of Propeller Shaft seen. 12.33

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good & efficient condition, is eligible in my opinion to remain as classed with fresh record of +ve 2.33 & Abolition of Propeller Shaft seen. 12.33

Survey Fee (per Section 29) £ 11 :-  
Special Damage or Repair Fee (if any) £ 1 :-  
Travelling expenses (if chargeable) £ :-

Fees applied for 24th December 1933  
Received by me 25th 1934

W. E. Gordon-Mitchell  
Engineer Surveyor to Lloyd's Register of Shipping.

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

Lloyd's Register Foundation

003567-003571-0308



Noted.

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18/1/34.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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