

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

(Received at London Office)

Date of writing Report 7.7.56 When handed in at Local Office 9.7.56 Port of Glasgow
 No in Reg. Book. Survey held at GLASGOW Date First Survey 11th JUNE Last Survey 2nd JULY 19 56
 (No. of Visits 4)
17118 on the Machinery of the Wood, Iron or Steel S. "LAIRDHILL"

Tonnage { Gross 1776 Vessel built at Ordrossan By whom Ordrossan DD & SB Co. Ltd. Year. Month. 1921 2.
 Net 755 Engines made at Greenock By whom J. & A. Kincaid & Co. Ltd. When 1921 2.
 MN As Per Rule (563) Boilers, when made (Main) 2/1921 (Donkey) /
 No. of Main Boilers 4 SB Owners Burns & Laird Lines Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 HS " " " Managers Glasgow Port Glasgow Voyage
 No. of Donkey Boilers / If Surveyed Afloat or in Dry Dock (State name of Dock.)
 Steam Pressure—
 in Main Boilers 200 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers /

Last Report No. Port
 Particulars of Examination and Repairs (if any) TSC, DOCKING, & B.S. & REPAIR.
 (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.)

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 FOR PORT & STARBOARD: 11-6-56 AFT PORT & STARBOARD: 14-6-56

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 200 lbs

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 FITTED 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 11-6-56 State the wear down in the stern bush 1/8"

Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

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 for Docking & TSC.:- Vessel placed in drydock, propeller, aft end of stern bush, all underwater fastenings (pinned out) examined and all found or placed in good order.

Repairs:- New spindle fitted in Main Inlet Valve, and wear and tear repairs carried out to all other sea valves. New fabricated main overboard discharge valve chest, tested & fitted.

Now done for B.S.:- Forward Port and Starboard, and Aft Port and Starboard Boilers examined throughout with safety valves, mountings, manhole doors, and fastenings, all found or placed in good order. Afterwards all boilers examined under steam and their safety valves adjusted to above stated pressure. Oil Fuel Installation, Remote Controls and Steam Smothering examined and tested and found satisfactory.

For identification purposes the new main discharge valve chest was stamped:- LLOYDS TEST 60 LBS. J.W.G. 26-6-56. G.S.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as now seen (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.)

is in good order and eligible in our opinion to remain as classed with fresh records of TSC. 6.56 now and B.S. 6.56 now.

Survey Fee (per Section 23.) TSC. 3 0 0 Fees applied for, 10 JUL 1956
B.S. 2 20 0
 Special Damage or Repair Fee (if any) 2 2 0
 (per Section 23.)
 Travelling expenses (if chargeable) 0 8 0 Received by me, 19

Committee's Minute GLASGOW 10 JUL 1956 FORM
 Assigned B.S. 6.56

56.56

Glasgow

S.S. "LAIRDHILL"Repairs:- Forward Port Boiler.

Numbers of plain tubes and stay tubes expanded and caulked.

Several C.C. stays caulked.

Forward Starboard Boiler.

1 Plain tube renewed in Centre Furnace.

Numbers of plain tubes and stay tubes expanded and caulked.

Several C.C. stays caulked.

Aft Port Boiler

8 Plain tubes renewed and numbers of tubes expanded and caulked in Centre Furnace.

Wrapper plate back seam in Inboard furnace caulked all round.

2 Plain tubes renewed and several tubes expanded in Outboard furnace.

Aft Starboard Boiler.

20 Plain tubes renewed and numbers of tubes expanded and caulked in Centre furnace.

Numbers of tubes expanded and caulked, also several C.C. stays caulked in Inboard & Outboard furnaces.

Wear and tear repairs effected to mountings of all boilers.

A. Jackson.



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