

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

(Received at London Office FEB -2 1938)

Date of writing Report 17. 1. 1938 When handed in at Local Office 22. 1. 1938 Port of GLASGOW.

No. in Reg. Book. 40097 Survey held at Ayr. Date, First Survey and Last Survey 17. 1. 1938 (No. of Visits one)

on the Machinery of the Wood, Iron or Steel S.S. ST. EUNAN

Tonnage Gross 436 Net 190 Vessel built at Troon By whom Ailsa S.B. Co. Ltd. When 1937. 11

Nominal Horse Power 125 Engines made at Glasgow By whom British Auxiliaries Ltd. When 1937

No. of Main Boilers - Boilers, when made (Main) (Donkey) Owners T. Heiton & Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers (if not already recorded in Appendix to Register Book.) Port Troon Voyage (Donkey)

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock on slip. (Ayr.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Docking.

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?

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

If this was 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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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 Boilers?

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

Has screw shaft now been drawn and examined? no 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?

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 date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Vessel placed on slip. Examined the propeller, aft. end of stern bush and the fastening of all underwater connections. All found or placed in good condition.

General Observations, Opinion, and Recommendation:—

(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, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in good condition so far as now seen, and is eligible in my opinion, to remain classed as contemplated.

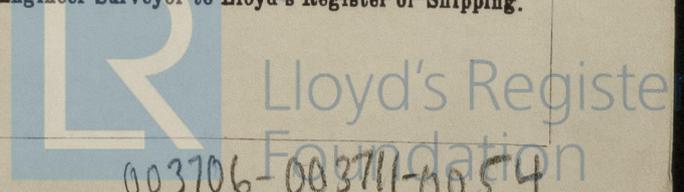
22/1/38.

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

Committee's Minute GLASGOW 1 - FEB 1938 TRH

Signed As now.

H. Campbell
Engineer Surveyor to Lloyd's Register of Shipping.



003706-003711-0054

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

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