

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

(Received at London Office 19 OCT 1943)

Date of writing Report 4. 10. 1943 When handed in at Local Office 4. 10. 1943 Port of Aberdeen

No. in Survey held at Aberdeen Date First Survey 13. 8. Last Survey 29. 9. 1943  
eg. Book. 2128 on the Machinery of the Wood, Iron or Steel S.S. "Banlick Head" (No. of Visits 4)

Gross 486 Vessel built at Aberdeen By whom J. Lewis & Sons Ltd When 1921 8  
Net 217 Engines made at do By whom do When 1921  
Nominal 66 Boilers, when made (Main) 1921 (Donkey) ✓  
orse Power Owners A. L. Henry & Mac Gugin Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
o. of Main Boilers Managers ✓ Port Leith Voyage ✓  
o. of Donkey Boilers ✓  
eam Pressure in Main Boilers 180 lbs  
in Donkey Boilers ✓  
If Surveyed Afloat or in Dry Dock Pictou Quay No 2 Pictou Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port  
Particulars of Examination and Repairs (if any) Port L.M.C.

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. ✓

as a damage report made by anyone else? If so, by whom? ✓

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

" " Donkey " " " " ✓

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? ✓

te latest date of internal examination of each boiler 6th September 1943 Present condition of funnel(s) Efficient

the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lbs ✓

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

the 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? ✓

shaft now been changed? ✓ If so, state reasons. ✓

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? ✓

te 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 3/16"

Engine parts, when referred to by numbers, should be counted from foreard. Is electric light and/or power fitted ✓

o, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

side requirements remain to be examined except those stated below

done: The vessel placed on the Harbour. Propeller, aft end of stern bush, all sea cocks

valves & their fastenings. H.P. piston valve & casing. A.P. cylinder & piston examined.

Main boiler examined throughout, together with all mountings manholes etc. Mountings

exhausted & the safety valves adjusted under steam to the pressure stated above.

repairs: H.P. piston valve liner bored out, New valve & rings fitted Boiler. Bent Comb.

ham 2 back plate screw stays renewed. Wrapper plate landing built up with E.W. 6 side

crew stays renewed. Starb. bottom manhole built up with E.W. & door refitted.

Main & Aux machinery dried under working conditions & found satisfactory

General Observations, Opinion, and Recommendation: The machinery of this vessel, so

(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

CS 2,34, 140 lb., F.D., &c.)

as now seen, is in good safe working condition & eligible in my opinion

to remain as now classed with fresh record of +L.M.C. with date on completion of

the survey.

Fee (per Section 29) B.S. £ 2 : 0 : 0 Fees applied for 4. 10. 1943

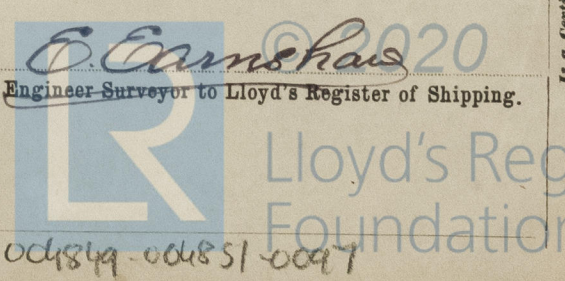
LICENCE CASE £ : : Received by me, 19.

al Damage or Repair Fee (if any) (per Section 29.) £ : :

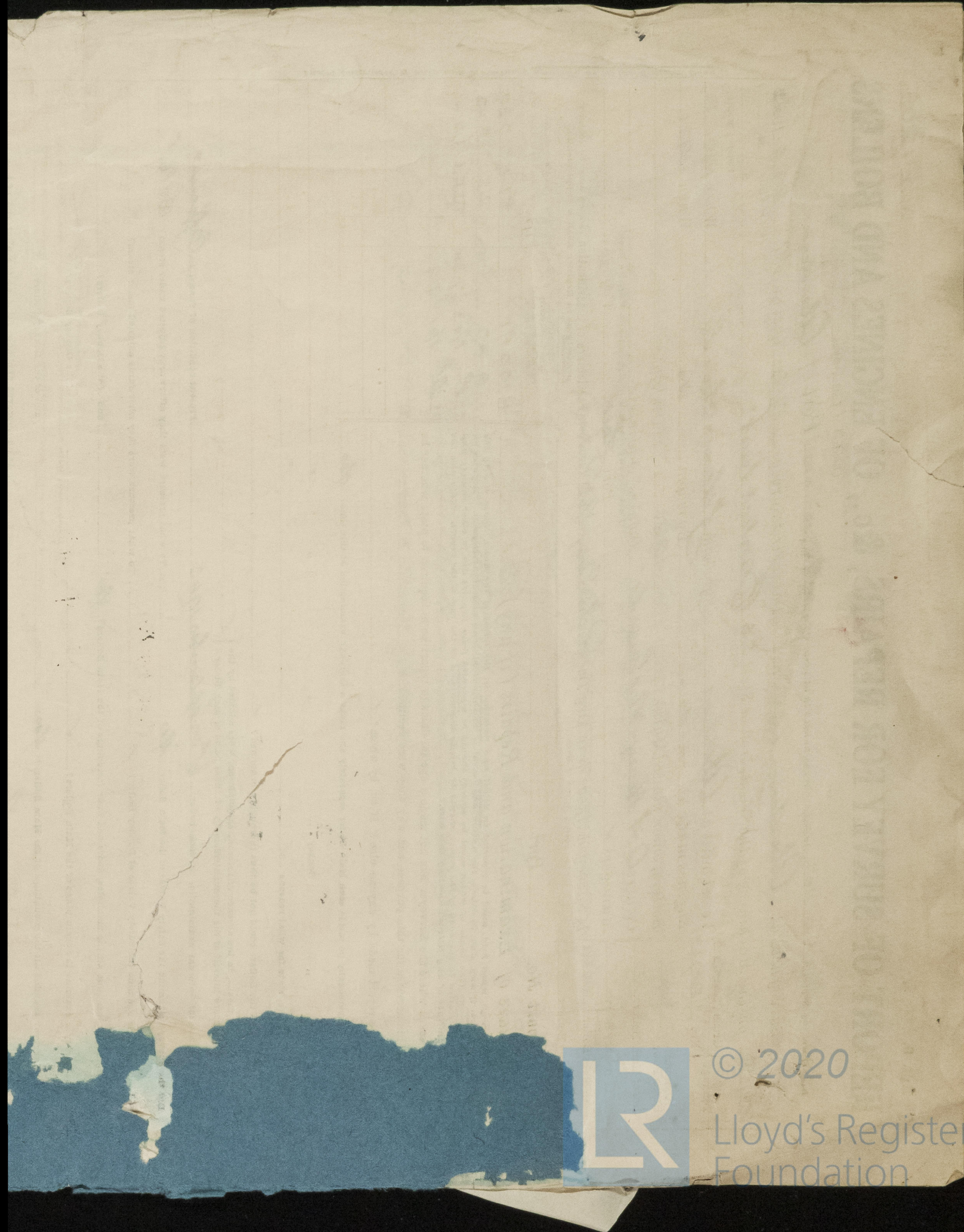
illing expenses (if chargeable). £ : :

nmittee's Minute WED. 20 OCT 1943

igned BS 9. 43







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