

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

(Received at London Office)

7 OCT 1953

Date of writing Report... When handed in at Local Office... Port of GLASGOW
Survey held at GOVAN & RENFREW Date. First Survey 11. 2. 53 Last Survey 20. 8. 19. 53
(No. of Visits 4)

49 on the Machinery of the Wood, Iron or Steel EDDY CREEK

Gross 2500 Vessel built at RENFREW By whom LOBNITZ & Co Ld When -
Net - Engines made at RENFREW By whom LOBNITZ & Co Ld When -
Boilers, when made (Main) - (Donkey) -
Owners THE ADMIRALTY Owners' Address -
(if not already recorded in Appendix to Register Book.)
Main Boilers - Managers - Port LONDON Voyage -
Donkey Boilers -
Pressure - If Surveyed Afloat & in Dry Dock GOVAN & RENFREW
Main Boilers - (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A1.</u> <u>(Class Contemplated)</u>		

Report No. Port DAMAGE

Particulars of Examination and Repairs (if any) DAMAGE
When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case.

In 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 yes
Special damage report made by anyone else? If so, by whom?
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Surveyor examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓
Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓
Surveyor examine all the manholes, doors, and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓
Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓
Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓
Screw shaft now been drawn and examined? no Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? yes
Screw shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓
Approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the bush as fitted Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.
Damage stated to have been caused through vessel propeller striking a length of opened dock side timber piling on 30th June while carrying out preliminary repairs in Builders Basin at Renfrew.
As done. - Vessel placed in dry dock, propeller, stem truss and sea connection fastenings examined.

One blade of the manganese bronze propeller was found torn and a second blade indented. The propeller was disassembled, sent to foundry, repaired and refitted.
The screw shaft was examined in place, tested for truth and found in order.
The crank shaft bearings were opened up, the shaft and reference marks examined and found in order.
On completion of repairs the main engines were tested under working conditions and found satisfactory.

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, BS 9,11, B&MS 9,11, SLMC 9,11 or SLMC 140 lb., FD, &c.)
CS 3,34
The machinery of this vessel as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) £ : :
Special Damage or Repair Fee (if any) £ : :
(per Section 23.)
Printing expenses (if chargeable) £ : :
Committee's Minute
Signed See F.E. Mehy, R/P.F. No. 80907

Fees applied for, £ 19.
Received by me, £ 19.

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Engineer Surveyor to Lloyd's Register of Shipping.



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