

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

(Received at London Office 20 AUG 1930)

Date of writing Report 19 When handed in at Local Office 19. 8. 1930 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey 6. 8. 30 Last Survey 18. 8. 1930 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel M/V LAUREL
Tonnage Gross 10014 Net
Vessel built at Blythwood By whom Blythwood S.B. & L. When 1930
Engines made at Stockholm By whom Atlas Diesel When 1930
Nominal Horse Power 848
Boilers, when made (Main) W.Ky. Glasgow 1930 (Donkey)
No. of Main Boilers Owners Rederietiet Oil Transport Owners' Address
No. of Donkey Boilers 2 Managers Port Stockholm Voyage San Francisco
Steam Pressure in Main Boilers
If Surveyed Afloat or in Dry Dock (State name of Dock.)
in Donkey Boilers 150

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)

Last Report No. Port
Particulars of Examination and Repairs (if any) Damage Repairs

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? Copy herewith

Was a damage report made by anyone else? If so, by whom? Joseph Roe. for underwriter.

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

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts 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 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

During the preliminary trials No. 6 piston seized in the liner. The piston skirt and the liner were found scored and cracked. The piston skirt and liner now renewed. water jacket tested, and all cooling water passages tried. The remaining six cylinders opened the liners examined and found good. Upon completion the trials were resumed with satisfactory results

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, B.&M.S. 9,11, or * L.M.C. 9,11, 140 lb., E.P., &c.)

The above particulars are submitted for the information of the Committee.

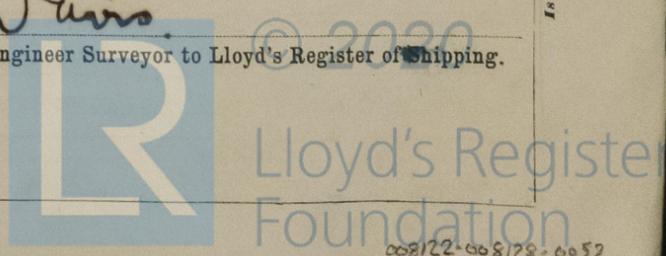
Survey Fee (per Section 28) £ : :
Special Damage or Repair Fee (if any) (per Section 28.) £ 7 : 7 :
Travelling expenses (if chargeable) £ : 12 :

Fees applied for 19 AUG 1930
Received by me, 22/8/30

Sch Davis
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 19 AUG 1930

Assigned See fish entry report.



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

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