

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

(Received at London Office)

-4 SEP 1941

of writing Report 24th June 1941 When handed in at Local Office 24th June 1941 Port of SHIMONOSEKI.

in Survey held at SHIMONOSEKI Date, First Survey 29th May Last Survey 20th June 1941

on the Machinery of the ~~Steel~~ Single Screw Steamer "GLASGOW MARU" (No. of Visits 3)

Gross 5831 Vessel built at Kobe By whom Kawasaki Dkya Co.Ld. Year. Month. 1919 4

Net 4227 Engines made at Kobe By whom Kawasaki Dkya Co.Ld. When 1919

437 Boilers, when made (Main) 1919 (Donkey) 1

Main Boilers 2 Owners Kokusai Kisen K.K. Owners' Address Kobe

1 Donkey Boilers Managers / (if not already recorded in Appendix to Register Book.)

Pressure 200 lbs Port Kobe Voyage /

1 Boilers If Surveyed Afloat or in Dry Dock Both. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) Mitsubishi Hikoshima Dock.

Report No. / Port /

Particulars of Examination and Repairs (if any) Docking & LMC.

al Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined /

amage report made by anyone else? If so, by whom? /

urveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" AUX " Donkey " Yes

is not done, state for what reasons? /

parts of the Boilers could not be thus thoroughly examined? /

special means, in the absence of internal examination, were adopted by the /

or to assure himself of the thorough efficiency of those parts of each Boiler? /

st date of internal examination of each boiler. 30th May 1941 Present condition of funnel(s) Good

urveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

urveyor examine the Safety Valves of AUX Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the AUX Boilers? Yes

urveyor examine the drain plugs of the Main Boilers? / , and of the Donkey Boilers? /

urveyor examine all the mountings of the Main Boilers? Yes , and of the AUX Boilers? Yes

shaft now been drawn and examined? No 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? Yes

now been changed? / If so, state reasons /

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? /

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 Not accessible.

ine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

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

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

le:- Vessel placed in dry dock, propeller, aft end of stern bush with oil packing gland at aft end of tail shaft, sea cocks & valves with their shell fastenings, examined and found or now placed in good condition.

All cylinders, pistons, valves & rods, crank, thrust & intermediate shafting, condensers, pumps, piping & pumping arrangements examined and found or now placed in good condition.

The 2 Main and One Auxiliary Boilers were examined over all parts with doors, mountings, and safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 20th June 1941.

due to wear & tear:- HP piston rod skimmed up. HP crank pin brass remetaled.

3 tunnel bearings remetaled. 30 condenser tubes renewed.

Other repairs of a minor nature effected.

al Observations, Opinion, and Recommendation:—

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. 2,11, B.&M.S. 2,11, & L.M.C. 2,11, or L.M.C. 140 lb., F.D., &c.)

achinery and boilers of this vessel are in good condition and eligible in my opinion to be used as classed with fresh record of L.M.C. 6-41. Subject to oil fuel installation not used

ee (per Section 29) £ 225:00 Fees applied for 23. 6. 19 41

amage or Repair Fee (if any) £ Received by me, /

(per Section 29.) £ 19

g expenses (if chargeable) £

nittee's Minute FRI. 19 SEP 1941

ned + Lmb. 6. 41

Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

B.S. due 5:41. Held
Pumps held on engine Minor
repairs effected

It is submitted that
this vessel is eligible for
THE RECORD.

+ June 6.41

Subject to the oil fuel installation
~~CONKEY BOILER~~
not being used.

Thur
18.9.41



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