

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

(Received at London Office)

-4 SEP 1941

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

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

on the Machinery of the ~~Wood, Iron or 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
 Power 437 Boilers, when made (Main) 1919 (Donkey) 1919
 Main Boilers 2 Owners Kokusai Kisen K.K. Owners' Address Kobe
 Donkey Boilers 1 Managers / (if not already recorded in Appendix to Register Book.)
 Working Pressure 200 lbs If Surveyed Afloat or in Dry Dock Both. Port Kobe Voyage /
 If Surveyed in Dry Dock (State name of Dock.) Mitsubishi Hikoshima 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.	Year assigned now or next.	Machinery and Boiler Surveys (including date of N.B., if any).
*IOCAI Awng dk with freebd 5-40 ssMag.No.3-12,30 sssmk.No.2-38		LMC 5-40 DS(OA)3-39
Filled for oil fuel b. 23 7P. above 150° F		

Report No. _____ Port _____ Particulars of Examination and Repairs (if any) Docking & LMC.

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on being detailed in the body of the report, should be separated from Repairs due to other causes; and the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has a special damage report been 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? Yes

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

If a thorough examination was not done, state for what reasons? /

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

Were any special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler? /

What was the latest date of internal examination of each boiler? 30th May 1941

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Aux Boilers? Yes

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? Yes, and of the Donkey Boilers? Yes

Has the tail 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

Has the tail shaft now been changed? / If so, state reasons /

Has the tail 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? /

Is the stern 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.

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

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

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

Is the insulation resistance complete, state what arrangements have been made for its completion and what remains to be done Complete.

Remarks:- 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.

General Observations, Opinion, and Recommendation:—

Clearly state 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.&N.S. 2,11, L.M.C. 2,11, or CS 2,22, 140 lb., F.D., &c.)

The machinery 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.

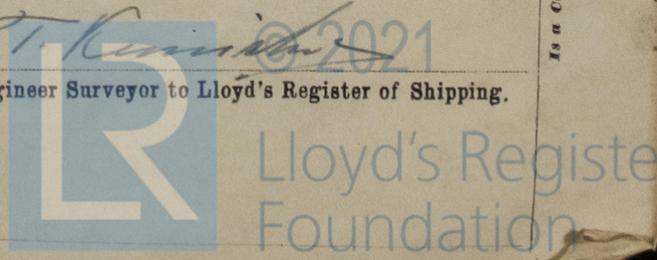
Fee (per Section 29) £ 225:00
 Damage or Repair Fee (if any) (per Section 29.) £
 Expenses (if chargeable) £

Fees applied for 23. 6. 19 41
 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 19 SEP 1941

Committee's Minute + L.M.C. 6. 41
 Signed Subject



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

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

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

+ Leave 6:41

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

Thur
18.9.41

