

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

(Received at London Office 27 MAR 1947)

Reporting Report 17-3-1947 When handed in at Local Office 18-3-1947 Port of Greenock
Survey held at Port Glasgow Date First Survey 15-11-46 Last Survey 11-3-1947
(No. of Visits 13)

on the Machinery of the Wood, Iron or Steel S/TRAWLERS "KELVINDALE" (ex 'hancy Hange')
Gross 284 Vessel built at Middlesbrough By whom Smith's Dock Co Ltd Year 1911 Month 6
Net 109 Engines made at Math Shields By whom Shields Eng Co Ltd When 1911
Boilers, when made (Main) 1911 (Donkey)
Owners Kelvin Trawlers Ltd Owners' Address 308 Clyde Street, Glasgow
Managers Shire Trawlers Ltd (Grimshy) Port Grimshy Voyage _____
If Surveyed Afloat or in Dry Dock Afloat & in Drydock
(State name of Dock.) Port Glasgow Drydock

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>Steam Trawler</u>	<u>1937</u>	<u>1934</u>
<u>SS Flr No 3 - 10-24</u>		
<u>SS Flr No 2 - 33</u>		
<u>Reclassification</u>		<u>contemplates</u>

Reasons of Examination and Repairs (if any) RECLASSIFICATION. L.M.C. & T/S.
Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he offered his report for this purpose, and why they were declined
Age 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?
" Donkey " " "

Means for what reasons What parts of the Boilers could not be thus thoroughly examined?
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?
Date of internal examination of each boiler 19-2-44 Present condition of funnel(s) Good.

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? 180 lbs sq"
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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? No 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 15-11-46 State the wear down in the shaft Renewed
Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward.
If not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

One - The vessel placed in drydock, screw shaft drawn inboard & examined along with stem bush, neck ring & gland. liner was found 'sewed' & has now been lightly machined. Stem gland & neck bush were re-riveted & after end of stem bush rewooded. All underwater fittings & fastenings opened up, examined & found or placed in good order.

Main Engine - Opened up & examined cylinders, pistons, rings, valves & their casings, crankshaft journals, main & bottom end bearings, crosshead journals & bearings, guide faces, piston & valve rods, eccentrics & valve motion & attached main engine driven pumps. Thrust shaft, collars & packs examined. All holding down bolts tested & lightened as found necessary. Main Condenser examined & satisfactorily tested with weight of water. Main steam pipes annealed, examined & hydraulically tested to 360 lbs sq". 1 Main bearing & 1 bottom end bearing found to be cracked, was re-retailed & machined. Bottom of Air pump casting was found cracked & permanently repaired by the fitting of a patch. All pump rods machined & pushed to suit. New H.P. piston, valve & M.P. valve piston rings fitted. All bearings adjusted & valves set.

Boiler - opened up & examined internally & externally in its entirety including chocks, ties, &c.

Observations, Opinion, and Recommendation: The machinery of this vessel is in good

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, LMC 9,11 or LMC 140 lb., FD, &c.)
Classification & eligible in my opinion to be reclassified & a notation L.M.C. 3-47, T/S (cl) 11-46 added in the Register Book - subject to the Circulating Engine Impeller Casing being renewed before end of March 1948 (12 months limit).

Fee (per Section 29) RECLASSIFICATION £ 12 : 12 : 0
Certificate of Classification & Survey £ 3 : 10 : 0
Fees applied for 21st MAR 1947
Received by me, _____
Expenses (if chargeable) £ : : _____

A. F. Sinclair
Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute
GLASGOW 25 MAR 1947
L.M.C. 3-47 subject

CERTIFICATE WRITTEN.



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

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

Work Done (continued)

handles, their fastenings & mountings. Several small areas were found wasted on Centre & Port C.C.'s & these were built up by G.W. 2 C.C. stay found broken was renewed. Mountings were found or placed in good order. Boiler examined under steam & safety valves adjusted to pressure stated above.

Auxiliary Machinery - Circulating Engine - Piston rod found worn below limits & re-messed along with glands & neck ring. New piston rings fitted & engine adjusted. The impeller was removed for examination of casing which was found badly corroded. A new casing was recommended & has been ordered but due to failure of delivery, the existing casing has been patched & examination upon completion was satisfactory. It is recommended that a new impeller casing be fitted before the end of March 1948 (12 month limit) this being made a subject of class.

Auxiliary feed pump - Completely overhauled, new piston & bucket rods & rings being fitted. All valves renewed as necessary & adjusted.

Ballast & Bilge pump - Overhauled & all recommendations complied with.

Winchlass - New crossbeach, piston rods & rings fitted & engine adjusted.

Electrical Equipment

At Owners request a "replace" Dynamo Engine & Armature have been fitted

<u>PARTICULARS</u> -	ENGINE MAKERS. -	EASTON & JOHNSTONE	TAWNTON ENGLAND.	ENG. NO. 1586
	ARMATURE	-	7.5 K.W. 110 VOLTS.	550 R.P.M.
			CONT. RATING.	

All electrical wiring circuits were stripped & vessel has now been completely rewired throughout, a new switchboard & new fuse distribution boxes being also fitted. Electrical work was examined periodically during refit & found satisfactory. A complete resistance reading was taken of all circuits upon completion & all readings found satisfactory.

The Main Engine, Auxiliary Machinery & pumping arrangements were examined under steaming conditions & found in good order.

AS

14/10/47



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