

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

(Received at London Office

22 APR 1950

Date of writing Report 19..... When handed in at Local Office 20 APR 1950 19..... Port of HULL.

No in Reg. Book. Survey held at HULL. Date. First Survey 8.4.50 Last Survey 12.4.1950 (No. of Visits 3)

23031 on the Machinery of the ~~Wood, Iron or Steel~~ S.Sc. S.S. "RALOO".

Tonnage { Gross 1368 Vessel built at Campbeltown By whom Campbeltown S.B. Co., Ltd. Year. Month. When 1919 3
 Net 758 Engines made at Glasgow By whom Ross & Duncan, Ltd. When -do-
 Nominal Horse Power { 172MN Boilers, when made (Main) 1919 (Donkey) -
 Owners Austin Friars Steam Shipping Co., Ltd. Owners' Address -
 No. of Main Boilers 2SB Managers Galbraith, Pembroke & Co., Ltd. Port Belfast Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat-Alexandra Dock.
 Steam Pressure in Main Boilers 180lb. (State name of Dock.)

Last Report No. 10697A Port HULL

Particulars of Examination and Repairs (if any) Boiler 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.)

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>+100A1 10.49</u>		<u>+IMC 8.46</u>
<u>S.S.Nwc. -8.46</u>		<u>BS 1.50</u>
<u>(Dr.)</u>		<u>TSCl 12.48</u>

Cargo battens not fitted.

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.

Was a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

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

At the request of the Owners' Representative examination made of welded repair to the back

combustion chamber plate of the centre furnace, starboard boiler. Repair previously carried

out at Emden.

number of plain tubes expanded and one back c.c. stay nut in way of above repair renewed.

Boiler subsequently examined under steam and repairs found satisfactory

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 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 140 lb., FD, &c.)

The machinery of this vessel is in my opinion eligible to remain as now classed without fresh survey of survey.

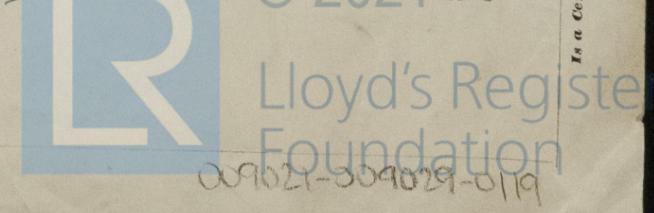
Section 29) Fees applied for 20 APR 1950
 Rprs. & Int. Cert. £ 4 4 -
 Repair Fee (if any) £ 4 4 -
 (per Section 29.)
 (if chargeable) £

TUES. 16 MAY 1950

Assigned

Handwritten signature and initials
See Bhn 67A

Handwritten signature
Engineer Surveyor to Lloyd's Register of Shipping.



28 APR 1950



Vertical text on the left margin: "I have surveyed the Boilers of this vessel on 20 APR 1950 on a special survey..."

Vertical text on the right margin: "Insert Character of Ship and Machinery precisely as in the Register Book."

Vertical text on the right margin: "Is a Certificate required? If so, to be sent to..."