

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

(Received at London Office)

Date of writing Report 5-1-32

When handed in at Local Office 6 1 33

Port of Glasgow

No. in Reg. Book 19435 Survey held at Glasgow

Date, First Survey 27 12 32 Last Survey 29-12-1932

(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel &amp;c. CARRONPARK

Tonnage { Gross 2630 Net 1584

Vessel built at P. Glasgow

By whom Ferguson Bros (P. &amp; G.) Ltd. When 1920-11

Nominal Horse Power 234

Engines made at P. Glasgow

By whom Ferguson Bros (P. &amp; G.) Ltd. When 1920

No. of Main Boilers 253

Boilers, when made (Main) 1920

(Donkey)

No. of Donkey Boilers 180

Owners Denholm Line Steamers Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Greenock

Voyage

Steam Pressure in Main Boilers 180 lb

Managers J &amp; J Denholm Ltd.

If Surveyed Afloat or in Dry Dock Meadowside Drydock

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No.

Port

Particulars of Examination and Repairs (if any) JS-Comp BS

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.

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 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 those parts of each Boiler?

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

To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes-27/12/32. Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? No. If so, state reasons

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes

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

Close

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Completion of job as noted in Special Reasons List - The safety valves of both main boilers adjusted under steam to 180 lbs.

Vessel placed in drydock, propeller and outside fastenings of sea cocks & valves examined. Screwshaft drawn, examined, & found in good order. Stern bush rewooded. The owners Superintendent has been informed that the machinery survey became due 11.32, but no arrangements have been made regarding this matter. The vessel is sold to Russian buyers through Arcos Ltd, and the name of the new owners has not been disclosed.

1/1/33.

## 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 S.L.M.C. 9.11, 140 lb. F.D., &c.)

The machinery of this vessel, so far as seen, is in good and efficient condition, eligible to remain as classed, to have record of B.S. 3.32 as noted in Special Reasons List, and notation of "Screwshaft Exam'd 12.32. The machinery survey became due in 11.32 and should be held before the expiration in 11.33 the year of grace allowed by the Rules. Donkey Boiler not to be used.

Survey Fee (per Section 29) £ 2/2/-  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ : :

Fees applied for 29.12.1932

Received by me 25/2/33

Committee's Minute GLASGOW 10 JAN 1933

Assigned Deputed for M.S. B.S. 3.32  
 Note Left.

H. Sutherland

Engineer Surveyor to Lloyd's Register of Shipping.

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