

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

(Received at London Office \_\_\_\_\_)

Report made on 20<sup>th</sup> July 1948. When handed in at Local Office 2<sup>nd</sup> July 1948. Port of Greenock.

Survey held at Greenock. Date. First Survey 28<sup>th</sup> June 48. Last Survey 2<sup>nd</sup> July 1948.  
(No. of Visits 5)

Name of the Machinery of the Wood, Iron or Steel S/S "MARGARET CLUNIES"

Gross Tonnage 7566. Vessel built at Sunderland. By whom Bartlam & Sons Ltd. Year. Month. When 1945

Engines made at Glasgow. By whom Duncan Stewart & Co. Ltd. When 1945

Boilers, when made (Main) 1945. (Donkey)

Boilers made by Margaret Steamship Co. Ltd. Owners' Address \_\_\_\_\_

Boilers No. None. Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)

Boilers 220 lbs. If Surveyed Afloat or in Dry Dock Afloat. Port Greenock. Voyage \_\_\_\_\_

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

No. \_\_\_\_\_ Port \_\_\_\_\_

of Examination and Repairs (if any) M.S. & Completion of Machinery Classification = 100 A.1.

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 mentioned at the end of the report. State also the dates and initials of any letters respecting this case.

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

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

or personally go inside each Main Boiler separately and make a thorough examination at this time? No

or personally go inside each Donkey Boiler separately and make a thorough examination at this time?

or what reasons PREVIOUSLY SURVEYED (GREENOCK 10-47) what parts of the Boilers could not be thus thoroughly examined?

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? Examined under steam

the nature of internal examination of each boiler.

or examine the Safety Valves of the Main Boilers? No Present condition of funnel(s) Good

or examine the Safety Valves of the Donkey Boilers? No To what pressure were they afterwards adjusted under steam?

or examine all the manholes, doors and their fastenings of the Main Boilers? No and of the Donkey Boilers?

or examine the drain plugs of the Main Boilers? No and of the Donkey Boilers?

or examine all the mountings of the Main Boilers? No and of the Donkey Boilers?

shaft now been drawn and examined? No Has it a continuous liner?  Is an approved oil retaining appliance fitted at the after end?

has the shaft been changed? No If so, state reasons  Has the shaft now fitted been previously used?  Has it a continuous liner?

oil retaining appliance fitted at the after end?  State date of examination of Screw Shaft (GREENOCK 12-47) State the wear down in the \_\_\_\_\_

Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

Engine parts, when referred to by numbers, should be counted from forward. Complete

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

L.M.C. - M.S. & Classification of Machinery

Engines - opened up & examined all cylinders, pistons, valves & casing, crankshaft journals, bottom end bearings, crosshead journals & bearings, guide shoes & faces, eccentric pulleys, gear, main thrust, intermediate shafting & bearings. General condition was found very good. All holding down bolts & main engine checks tested & found tight.

Machinery including Steering Engine & Windlass. - All auxiliary machinery opened up & throughout found in all respects satisfactory.

Ballast systems examined & found satisfactory.

Burning installation, extended controls, steam smothering & fire extinguishing equipment found efficient & comply with Rule Requirements.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

Is a Certificate required? \_\_\_\_\_

Observations, Opinion, and Recommendation: The machinery of this vessel - which was 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.) under the supervision of this Society's Surveyors & Classification Requirements - is in all respects - eligible in my opinion to be classed as L.M.C. in the Register Book and M.S. 7-48. & initial "Fitted for Oil fuel F.P. above 150° F."

2 x L.M.C. - B.S. already changed

per Section 29) 2 x £32 - £113 £ 51 : 0 : 0 Fees applied for \_\_\_\_\_

Age or Repair Fee (if any) £ \_\_\_\_\_ Received by me, \_\_\_\_\_

Expenses (if chargeable) £ \_\_\_\_\_

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

Signature of Surveyor. GLASGOW 27 JUL 1948

Signature of Surveyor. L.M.C. MS 7.48

Signature of Surveyor. Fitted for oil fuel 145 F.P. above 150° F.

Signature of Surveyor. \_\_\_\_\_

Signature of Surveyor. \_\_\_\_\_

Signature of Surveyor. \_\_\_\_\_

