

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

(Received at London Office 15 APR 1948)

Report 29th March 1948. When handed in at Local Office 30th March 1948. Port of Greenock.

Survey held at Greenock. Date. First Survey 26th FEB 1948. Last Survey 20th March 1948. (No. of Visits...)

Name of the Machinery of the Wood, Iron or Steel S/S "MARGARET CLUNIS" (ex H.M.S. "Kullion Cove")

No. 7566. Vessel built at Sunderland. By whom Bateman & Sons Ltd. When 1945

No. 5573. Engines made at Sunderland. By whom N.E. Marine Eng. Co. (1938) Ltd. When 1945

No. 510. Boilers, when made (Main) 1945 (Donkey) ✓

No. 3. Owners MARGARETA STEAMSHIP Co. Ltd. Owners' Address ✓

No. 220 lbs. Managers ✓. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) Tamer Wall Dock Greenock & Path of Clyde.

No. Port. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

of Examination and Repairs (if any) Completion of B.S. & General Examination

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 noted 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. ✓

Work done by anyone else? If so, by whom? ✓

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

Donkey " " ✓

What reasons SURVEYOR PREVIOUSLY (GREENOCK REPORT N° 23597) What parts of the Boilers could not be thus thoroughly examined? ✓

Tests, in the absence of internal examination, were adopted by the Surveyor? ✓

Is the Surveyor satisfied of the thorough efficiency of those parts of each Boiler? ✓

Is internal examination of each boiler? ✓ Present condition of funnel(s) Good

Examine the Safety Valves of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? 220 lbs sq"

Examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

Examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has it 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 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 shaft ✓

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

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engines parts, when referred to by numbers, should be counted from forward to aft. If complete, state what arrangements have been made for its completion and what remains to be done. B.S. & GEN EXAM, COMPLETE.

Port, Centre & Starboard Main Boilers examined under steam, found satisfactory & safety valves pressure above stated. Oil fuel units, pumping system, piping etc examined and working found efficient. Steam drenching (tried & while not fully in accordance with the Rules (as piping is not led under boilers) was found efficient. 2 in N° 40 gall & 6 in N° 100 extinguishers & adequate sand bins have been provided.

A general examination at sea was held during trials on Main Engines, Pumps, steering gear, auxiliary machinery & pumping & bilge systems. The machinery generally was in an efficient condition.

The Surveyor states it is their intention to submit the machinery of this vessel for full M.S. survey by date

Observations, Opinion, and Recommendation: The machinery of this vessel as now classified (or 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 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.)

is in good condition & eligible in my opinion for the notation of Examined (or 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 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 contemplated) & the Record B.S. 10-47.

Section 29) GEN EXAM. £ : : Fees applied for 19 Received by me 19

or Repair Fee (if any) £ : : A. G. Sinclair Engineer Surveyor to Lloyd's Register of Shipping.

Charges (if chargeable) £ : : GLASGOW 13 APR 1948

3 Minute 13.10.47

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

If so, to be sent to



004721-004729-0234

List of Reports & Drawings Forwarded.

- (1). Report 4 N° 34795 (c. 900). Sunderland.
- (2). Report 4 N° 65562 Glasgow. Sunderland N° 34795.
- (3). Report 5A N° 34795 (c. 900) Sunderland.
- (4). Report 9 N° 23597 Greenock.
- (5). Report 9 N° 72438 Glasgow (copy).
- (6). Boiler Piping Arrangement.
- (7). Main Boilers.
- (8). Crankshaft.
- (9). Tank + Bilge Arrangement (Sheet 1).
- (10). Tank + Bilge Arrangement (Sheet 2).
- (11). Arrangement of Oil Pumping Installation.
- (12). Machinery Forging Reports & list of spare gear.

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