

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

(Received at London Office)

15 APR 1948

Report made on 26<sup>th</sup> December 1947. When handed in at Local Office 30<sup>th</sup> December 1947. Port of Greenock.

Survey held at Greenock. Date. First Survey 25<sup>th</sup> 9.47. Last Survey 17 - 13.10.47. (No. of Visits 3)

In the Machinery of the Wood, Iron or Steel S.S. "MARGARET CHANNIES" (ex "Mullin Cove").

Vessel built at Sunderland. By whom Barham & Son Ltd. When 7.1945

Engines made at Glasgow. (Installed at Sunderland). By whom Duncan Stewart & Co. Ltd. When 1945

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

Owners - Glen & Johnstone. Owners' Address (If not already recorded in Appendix to Register Book.)

Managers. Port. Voyage.

If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) James Watt Dock Greenock.

Classification of Examination and Repairs (if any) Classification.

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?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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

For what reasons? What parts of the Boilers could not be thus thoroughly examined?

Means, in the absence of internal examination, were adopted by the? Examined by Competent

Assure himself of the thorough efficiency of those parts of each Boiler? P.C.S. 1.10.47.

Did you examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Not Adjusted

Did you examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers?

Did you examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers?

Did you examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers?

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

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

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft? 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? Yes

On 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.

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

Examined & all Rule Requirements complied with except for those previously reported as under.

The Port & Starboard Boilers opened & examined in their entirety including Chocks.

Fastenings & all mountings. Internal & external condition found satisfactory. Mountings

placed in good order. Oil fuel units. Steam smoothing tank valve was examined

Service Pump - A length of discharge pipe removed & blank filled & Boiler feed line in view of

ring a ledge section.

year - examined under steam & found satisfactory.

examined under steam & found satisfactory.

The Main Engines, Boilers & some Auxiliary Machinery of this vessel was built to the Requirements

of the Society but was never classed, being taken over by the Admiralty for War Service prior to

the opening up of either Main Engine or Auxiliary Machinery has taken place in this Port &

was proceeds to Glasgow for Docking & further Classification Survey. No opportunity has been

this time to further Classification Survey except as reported above. P.T.O.

Observations, Opinion, and Recommendation: The machinery of this vessel as now seen is

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 or LMC 9.11 or LMC 140 lb., FD, &c.)

condition. The above information is submitted to the Committee; the Boilers being

in my opinion to have the Record B.S. 10.47 when their safety valves have been

Section 29) Boiler E 13 : 0 : 0

or Repair Fee (if any) E : : : CHARGED

Section 29.) Received by me, 19

uses (if chargeable) E : : : GLASGOW

Minute 13 APR 1948

See Gen. 23652

A. G. Sinclair

Engineer Surveyor to Lloyd's Register of Shipping.

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

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



List of Reports & Drawings Forwarded

- (1) Report 4. N<sup>o</sup> 34795. (C.900). Sunderland.
- (2) Report 4. N<sup>o</sup> 65562 Glasgow. Sunderland N<sup>o</sup> 34795.
- (3) Report 5a N<sup>o</sup> 34795 (C.900). Sunderland.
- (4) Boiler Pipe Arrangement.
- (5) Main Boilers
- (6) Crankshaft.
- (7) Tank & Bilge Arrangement (Sheet 1).
- (8) Tank & Bilge Arrangement (Sheet 11).
- (9) Machinery Fording Reports & list of spare gear.
- (10) Arrangement of Oil Burning installation.



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