

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

(Received at London Office _____)

22 OCT 1947

Date of writing Report 20-10-47 When handed in at Local Office 20-10-47 Port of Glasgow

No. in Survey held at Grangemouth Date First Survey 27-6-47 Last Survey 5-9-1947 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or Steel~~ TRIN SC ADULIS EX LCT 835 Year. Month.

Gross 397.3 Vessel built at _____ By whom _____ When _____
Net 227.9 Engines made at Bolchester By whom Davy Paxman Ltd When _____

Nominal Horse Power _____ Boilers, when made (Main) _____ (Donkey) _____

of Main Boilers _____ Owners Saban Utility Corporation Owners' Address _____
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers _____ Managers J & Campbell Esq. Port Admiralty Voyage _____

Steam Pressure _____ If Surveyed Afloat or in Dry Dock Bottom dry dock & afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Classification

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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.

Has 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? _____

Donkey " " " _____

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? _____

What is the latest date of internal examination of each boiler? _____ Present condition of funnel(s) Good

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? _____

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

Were the shafts now changed? Yes If so, state reasons See below. Has the shaft now fitted been previously used? No Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 1-7-47 State the wear down in the screw bush None Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes Engine parts, when referred to by numbers, should be counted from forward.

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

Vessel placed in dry dock. Tail shafts drawn and examined together with propellers, stern tubes, underwater fittings, and sea cocks and valves. All placed in order. Main engine and gear boxes satisfactorily refitted on board after overhaul at maker works.

All auxiliary engine cylinders, pistons, covers, valves, gears, connecting rods, top and bottom end bearings, crank shaft, and main bearings examined and placed in order. Pumps and pumping arrangements examined and tested. Separate fuel tanks examined. All placed in good order.

Repairs:- The tail shafts were both found to be deeply corroded at the end of the aft bearing. Spare shafts marked M.V.C 1043 A & B were fitted. New propellers were fitted.

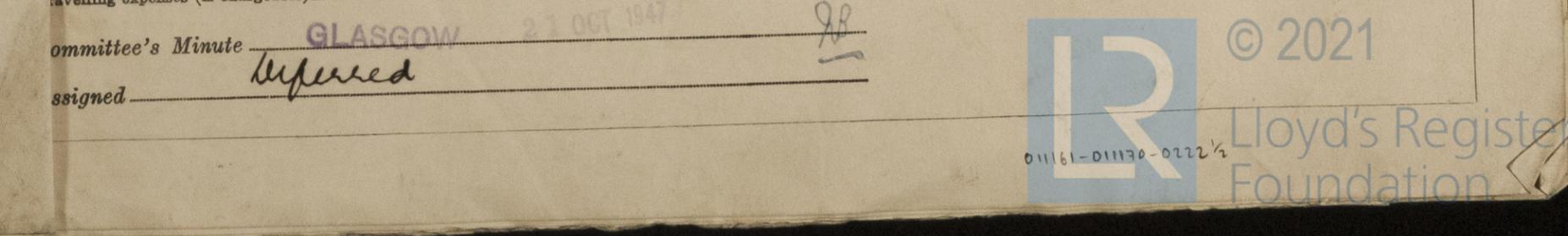
On the P (outboard) auxiliary engine, No 1 cylinder liner and piston were found scored (PTO)

General Observations, Opinion, and Recommendation: The machinery of this vessel is in efficient condition and eligible in our opinion to be classed with a record of LMC 9-47 and notation T.5

Survey Fee (per Section 29).....	£	:	:	Fees applied for	19	
Special Damage or Repair Fee (if any) (per Section 29.)	£	:	:		Received by me,	19
Travelling expenses (if chargeable)	£	:	:			

Committee's Minute _____
Assigned Deferred

M. Dale for self & M. Gardner
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

"ADULIS"

and were renewed. The cylinder cover of the St. (centre) auxiliary generator engine was found cracked and was renewed.

A new electrically driven centrifugal bilge pump was fitted in the Port side of the engine room.

On completion, the main and auxiliary machinery was tried under working conditions and found satisfactory.

Electrical Installation :-

A Special Survey of the electrical installation was carried out with a view to the vessel being classed with the Society.

The generators and switchboards overhauled and wiring for lighting in engine room together with cables for capstan equipment renewed. Due to alterations to accommodation new fuse boards and wiring were fitted. A 5 H.P. electrically driven bilge pump was fitted at this time.

On completion of the above work, the installation was examined and tested under working conditions and insulation resistance measured. All found to be in order.

For full particulars of installation see Report 13 attached.

J. N. Delfo