

# 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  
 g. Book. 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 *Bolton* By whom *Davy Paxman Ltd* When  
 Nominal (Donkey)  
 Horse Power of Main Boilers Owners *Saban Utility Corporation* Owners' Address  
 of Donkey Boilers Managers *J & Campbell Esq.* Port *Admiralty* Voyage  
 Steam Pressure If Surveyed Afloat or in Dry Dock *Bottom dry dock & float.* Particulars of Classification (which must be inserted  
 in Main Boilers (State name of Dock.) precisely as in Register Book & Supplements).

Report No. Port  
 Particulars of Examination and Repairs (if any) *Classification*  
 Medical 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.

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?

Did, state for what reasons? At 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 was the latest date of internal examination of each boiler?

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 been 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 been 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

Stem bush *Close* 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*

When 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 shaft 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, N° 1 cylinder liner and piston were found scored (P.T.O.)

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in

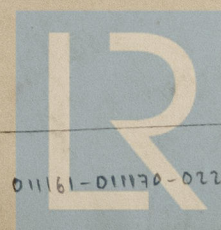
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required  
 to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 2,11, BMS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

efficient condition and eligible in our opinion to be classed with a  
 record of LMC 9-47 and notation T.S.

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

Committee's Minute *GLASGOW 21 OCT 1947*  
 Assigned *Deferred*

*M. Dale for self & M. Gardner*  
 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



"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 generator 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. Deane