

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

(Received at London Office)

17 JUN 1955

Date of writing Report 19:5:55 When handed in at Local Office 23rd MAY 1955 Port of GREENOCK.  
 No. in Reg. Book. Survey held at GREENOCK. Date. First Survey 11:5:55 Last Survey 11:5:19 55  
 (No. of Visits 1)

61515 on the Machinery of the Wood, Iron or Steel SS "GLAS ISLAND"

Tonnage { Gross 198 Vessel built at BOWLING By whom SCOTT & SONS. When 1910-7  
 Net 75 Engines made at GLASGOW By whom GAULDIE GILLESPIE & Co. When 1910-7  
 MN As Per Rule 46 Boilers, when made (Main) 1910 (Donkey)  
 No. of Main Boilers 158 Owners R. CUNNINGHAM Owners' Address  
 HS " " 862 Managers T. DOUGALL (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock AFLOAT IN EAST INDIA Port STORNOWAY Voyage  
 Steam Pressure—  
 in Main Boilers 125 lbs/sq Particulars of Classification (which must be inserted  
 in Donkey Boilers - precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) EXAM. FOR POSTPONEMENT OF SPECIAL SURVEY.  
 (Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, 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.)

In 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.

Was 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?

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

If not, state for what reasons.

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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons.

Is an approved oil retaining appliance fitted at the after end?

Is electric light and/or power fitted? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Postponement of Special Survey until September 1955.

How done (in accordance with Circular No. 1959 — see London Letter of 2:5:55):—  
Main and auxiliary machinery examined under working conditions and found satisfactory. Chief engineer states machinery and bilge pumping satisfactory during preceding voyages.  
No electric circuits are fitted on this vessel.

How done for repairs:— Main engine L.P. piston eccentric strap top half found fractured and renewed.  
Windlass, one cylinder cover found fractured, now renewed.

## General Observations, Opinion, and Recommendation:—

(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, etc.)

The machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) 4 8:0:0

Special Damage or Repair Fee (if any) £ : :

Travelling expenses (if chargeable) £ : :

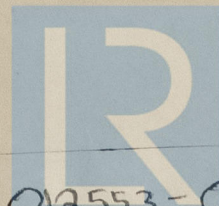
Committee's Minute As now

Assigned As now

Fees applied for, 23rd MAY 1955.

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.



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