

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

(Received at London Office

27 JUL 1955

Date of writing Report 5/7/55 When handed in at Local Office 8th JULY 1955 Port of GREENOCK
 No in Reg. Book. Survey held at GREENOCK Date First Survey 10/6/55 Last Survey 27/6/55
 (No. of Visits 8)

70554 on the Machinery of the ~~Wood, Iron or Steel~~ SS "MOONLIGHT"

Gross 164 Vessel built at NORTHWICH By whom W. J. YARWOOD & SONS Year. Month. When 1952 4
 Tonnage Net 64 Engines made at NORTHWICH By whom W. J. YARWOOD & SONS When 1952 4
 MN As Per Rule 40 Boilers, when made (Main) 1952 (Donkey) ☒
 No. of Main Boilers 158 Owners ROSS & MARSHALL, LTD. Owners' Address. ☒
 HS " " " 630 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers ☒ Managers. ☒ Port Greenock Voyage
 Steam Pressure—
 in Main Boilers 140 ^{lbs} / sq. in. If Surveyed Afloat or in Dry Dock AFLOAT IN JAMES WATT DOCK
 in Donkey Boilers ☒ (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 83617 Port Gls.

Particulars of Examination and Repairs (if any) BOILER REPAIRS

(Periodical surveys, when held, must be reported in detail and seriatim 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?

" " Donkey " " " "

If not, state for what reasons. 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?

State latest date of internal examination of each boiler. Present condition of funnel(s).

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 on the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

stern bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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 foreward. 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 BOILER REPAIRS.

Now Done for Boiler Repairs

LEAKAGE HAD BEEN OCCURRING AT THE FRONT END CIRCUMFERENTIAL SEAM BELOW THE FURDACE FRONTS. 44 RIVETS WERE REMOVED FROM THE SEAM AND THE RIVET HOLES REAMED AND COUNTERSUNK WHERE ACCESSIBLE, INSIDE BOILER. COUNTERSUNK HEADED RIVETS, MACHINED TO SIZE WHERE NECESSARY AND PAN HEADED RIVETS WERE USED WHEN SEAM HAD RE-RIVETED.

ON COMPLETION, THE BOILER WAS SATISFACTORILY SUBJECTED TO HYDRAULIC TEST AND THE PORTION OF RE-RIVETED FRONT CIRCUMFERENTIAL SEAM WAS FOUND TIGHT AND SOUND.

THE SAFETY VALVES WERE ADJUSTED UNDER STEAM TO 140 ^{lbs} / sq. in.

Lon Ltr. dated 21.7.55 re Screw Shaft forwarded Drawings through G.R. Surveyors.

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 OUR OPINION, TO REMAIN AS CLASSED WITHOUT FRESH RECORD OF SURVEY.

Survey Fee (per Section 23) £ : : Fees applied for, 8th JULY 1955.

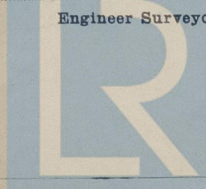
Repair Fee (if any) £10-10-0

Travelling expenses (if chargeable) £ : :

Committee's Minute GLASGOW 26 JUL 1955

Assigned Deferred for Screw Shaft Survey without sp. cond.

H.K. Taylor for A.R. MORTON & SELF. G. Manser.
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

044827-044834-0109

Has a Survey also been held on Ship? No
 If so, is the report sent now, or when will it be sent?

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

Is Certificate required? If so, to be sent to

Noted
Birth Papers
without special condition

WLL
6-8-88



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