

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office

13 AUG 1930

Date of writing Report 6<sup>th</sup> Aug 1930 When handed in at Local Office 4<sup>th</sup> August 1930 Port of Greenock  
 No. in Reg. Book. 88340 Survey held at Greenock Date, First Survey 25<sup>th</sup> July 1930 Last Survey 5<sup>th</sup> August 1930  
 on the Machinery of the Wood, Iron or Steel SS "WARLIGHT" (No. of Visits) 3

Tonnage { Gross 135  
 Net 63  
 Nominal Horse Power { 24  
 No. of Main Boilers 1  
 No. of Donkey Boilers ✓  
 Steam Pressure—  
 in Main Boilers 130  
 in Donkey Boilers ✓

Vessel built at Greenock By whom Ross & Marshall Ltd. When 1920-2.  
 Engines made at Glasgow By whom McKie & Baxter When "✓  
 Boilers, when made (Main) 1920 (Donkey) ✓  
 Owners Right Shipping Co. Ltd. Owners' Address ✓  
 Managers Ross & Marshall Ltd. (if not already recorded in Appendix to Register Book.)  
 Port Greenock Voyage Coasting  
 If Surveyed Afloat or in Dry Dock Famonto  
 (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) B.S.

(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? yes

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also, 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 130 lbs. sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16 B.

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

Now done: Main boiler examined internally & externally, together with its safety valves & mountings. put in order and the safety valves adjusted under steam as stated.  
 Propeller, end of tail shaft & stern bush, and fastenings of sea connection examined & found good.

Wear & tear repairs. 6 rivets renewed, and slight amount of electric welding to O.G. ring in boiler furnace carried out.

## General Observations, Opinion, and Recommendation:—The machinery of this vessel.

(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, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

is now, so far as seen, in good order and condition, and eligible, in my opinion, to remain as classed, with fresh record of survey B.S. 8-30

Survey Fee (per Section 28)..... £ 2 : 0 : 0

Special Damage or Repair Fee (if any)..... £ ✓ : :  
 (per Section 28.)

Travelling expenses (if chargeable)..... £ ✓ : :

Fees applied for

1<sup>st</sup> August 1930

Received by me,

29.8.1930

Committee's Minute GLASGOW 12 AUG 1930Assigned BS 830

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

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015233-015252-0162

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



BS due 6.30 now held

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD.

BS 8.30

Run  
13.8.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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