

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

(Received at London Office 25 MAY 1950)

Date of writing Report..... 10/5/50 When handed in at Local Office..... 1950 Port of GLASGOW

No. in Survey held at TROON Date. First Survey 22.3.50 Last Survey 28.4.50 (No. of Visits 8)

Reg. Book. 04402 on the Machinery of the Wood, Iron or Steel M.V. "GAMCO"

Tonnage { Gross 946 Vessel built at GLASGOW By whom A & J INGLIS LD When 1934.2

Net 504 Engines made at GLASGOW By whom HARLAND & WOLFF LD When 1934

Nominal 168 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners WILLIAM ROBERTSON SHIPOWNERS' Address

No. of Donkey Boilers Managers WILLIAM ROBERTSON (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers Port GLASGOW Voyage

in Donkey Boilers If Surveyed Afloat & in Dry Dock TROON (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING & CS

(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?

" " 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 satisfactory

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?

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

Has the 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 3/32 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? As below

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

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

Do completion accordance with CS Requirements.

How done: - Vessel placed in dry dock, propeller, after end of stern bush sea connections

and their fastenings examined. Propeller taken ashore and sprayed with phosphor bronze

and replaced. Packing drawn from screw shaft and sprayed portion of shaft examined

and found in order.

Main engine blow drive gear wheels and brackets renewed

All working parts of starboard generator examined; Ballast pump examined; Oil

cooler tested. Windlass and steering gear examined.

Air receivers - Main and 50 KW. vessels examined, 50 KW. vessel tested by hydraulic

pressure to 600 lbs/in².

All found & placed in good condition.

Electrical Equipment: Windlass and steering gear motors, control gear and cables examined, tested and

seen under working conditions with satisfactory results

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

(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 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb., FD, &c.)

condition and eligible in my opinion to remain as classed with fresh record of

+ LMC - CS (with date) on completion of survey. Without special condition

regarding T.S. limit.

Survey Fee (per Section 29) £ 6 : - : - Fees applied for 24 MAY 1950

Special Damage or Repair Fee (if any) £ - : - : - Received by me, 19

Travelling expenses (if chargeable) £ 11 : 10 : -

Committee's Minute GLASGOW 24 MAY 1950

Assigned As now subd.

Without special condition

James Crawford, Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register

Foundation

W1024 - 0129

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