

(Received at London Office 12 JAN 1950)

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of GLASGOW

No. in Survey held at Grangemouth Date. First Survey 23.12.49 Last Survey 27.12. 1949
Book.

530 on the Machinery of the Wheel-Turner Steel Screw "SENIORITY"

	Gross	2895	Vessel built at	West Hartlepool	By whom	W. Gray & Co., Ltd.	When	Year. Month.	1942 9
nage {	Net	1706	Engines made at	West Hartlepool	By whom	Central Marine Engineering Co., Ltd.	When	1942	
tominal }		269	Boilers, when made (Main)	1942	(Donkey)	-			
se Power } of Main Boilers		2SB	F.T. Everard & Sons Ltd.,		Owners' Address	-			
of Donkey Boilers		-	Managers	-	(if not already recorded in Appendix to Register Book.)				
am Pressure—					Port				
n Main Boilers		200	If Surveyed Afloat or in Dry Dock	Carron Dry dock			Voyage		
n Donkey Boilers		?	(State name of Dock.)						
							Particulars of Classification (which must be inserted <small>precisely as in Registrar Book & Supplemental</small>)		

st Report No. _____ Port

Particulars of Examination and Repairs (if any) T.S. & damage

logical Surveys, when held, must be reported in detail and verbatim 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.....

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 yes, not required.

Is damage report made by anyone else? If so, by whom? **yes underwriters surveyor**

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

“ Donkey ” “

lot, state for what reasons **survey not due** What parts of the Boilers could not be thus thoroughly examined?

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?

the latest date of internal examination of each boiler

the Surveyor examined the Safety Valves of the Main Boilers?.....To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers? _____ To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boilers? _____

the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boilers? _____

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

shaft now been changed? no If so, state reasons _____ Has the shaft now fitted been previously used? _____ Has it a continuous liner? _____

n approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 24-12-49 State the wear down in the

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

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

Engine parts, when referred to by numbers, should be counted from forward.

Complete

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

Now done for damage stated due to heavy weather on voyage Aalborg to the Tyne on the 16th to the 21st December, 1949.

Vessel placed in drydock. One propeller blade found broken off at root, stated to have been thrown off while racing during heavy weather. Tail shaft was drawn and examined and found in order. The wood in the stern bush was found broken. The stern bush was drawn and re-wooded and stern tube tested with a head of water in the aft peak and found good. The spare propeller was fitted to the screw shaft. Underwater fittings examined and found in order.

All top and bottom end bearings were opened up and examined. The metal in the H.P. bottom end was slack and the remainder "wiped". All top and bottom end bearings were remetalled and new bolts fitted. The aft main bearing top half was remetalled. The after tunnel bearing was examined and found in order. All main holding down bolts were tested and found good. The throttle valve and governor gear were overhauled and all placed in good order.

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

(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, & MS 9,11 to LMC 9,11 or to LMC 140 lb., PD, &c.)

condition and eligible in my opinion to remain as classed with a fresh record of survey
TS(CL) 12.49, subject to a spare propeller being placed on board.

vey Fee (per Section 29).....	£	2	:	-	:	-	Fees applied for 11 JAN 1950 _____ Received by me, _____ 19____
cial Damage or Repair Fee (if any)_____	£	7	:	7	:	-	
(per Section 29.)		3s. 7					
velling expenses (if chargeable)_____	£	1	:	10	:	-	19____

Committee's Minute

igned do not, subject

S. 12. 49.

Engineer Surveyor to Lloyd's Register of Shipping.

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(Subject to a spare propeller being placed on board)

14.2.50.

Lajchus was the

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