

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

(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

530 on the Machinery of the Wood, Iron or Steel Screw "SENIORITY"

Gross 2895 Vessel built at West Hartlepool By whom W. Gray & Co., Ltd. When 1942 Month 9  
 Net 1706 Engines made at West Hartlepool By whom Central Marine Engineering Co., Ltd. When 1942  
 Nominal 269 Boilers, when made (Main) 1942 (Donkey) -  
 of Main Boilers 2SB Owners F.T. Everard & Sons Ltd. Owners' Address -  
 of Donkey Boilers - Managers - Port - Voyage -  
 Main Pressure - If Surveyed Afloat or in Dry Dock Carron Dry dock  
 Main Boilers 200 (State name of Dock.)  
 Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A1	10-49	+ LMC 2,49
S.S.Shl.	2-49	TS(CL) 4,47
Cargo battens		BS. 10.49
not fitted		
Fitted for oil fuel 10.49. 3 P. above 150°F.		

st Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) T.S. & damage

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.

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

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

Donkey " " " " -

Do not state for what reasons survey not due 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? -

What is the latest date of internal examination of each boiler? - Present condition of funnel? good

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? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? no 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 24-12-49 State the wear down in the stern bush close Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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

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

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.

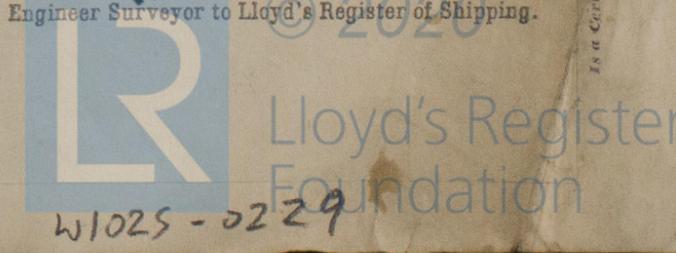
All top and bottom end bearings were opened up and examined. The metal in the H.P. bottom end was slack and the remainder "wiped". All top and bottom end bearings were remetalled and new bolts fitted. The aft main bearing top half was remetalled. The after tunnel bearing was examined and found in order. 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 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.

Survey Fee (per Section 29)..... £ 2 : - : -  
 Special Damage or Repair Fee (if any)..... £ 7 : 7 : -  
 (per Section 29.) BS. 7  
 Travelling expenses (if chargeable)..... £ 1 : 10 : -  
EX. 3

Committee's Minute GLASGOW  
 Signed S. 12, 49.  
do not, subject

Received by me, J.R. Dale  
Engineer Surveyor to Lloyd's Register of Shipping.



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

1455

W. G. & Co. Ltd.  
1922  
100, Victoria Road, London, E.C. 14

4-100-11 10-48  
Cargo patterns  
not fitted  
88.10.49  
little for 10.49  
89 above 1007

RETAIN

24-11-49

RETAIN

Notes  
(Subject to a spare propeller being placed on board)

well  
14.2.50



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