

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

(Received at London Office 9 FEB 1942)

Date of writing Report 19 14 When handed in at Local Office 14 2: 19 42 Port of Glasgow

No. in Survey held at Glasgow Date First Survey 3 2: 42 Last Survey 9 Feb 1942

8824 on the Machinery of the Woods Iron or Steel S.S. Aircrest (No. of Visits 4)

Gross Tonnage 5237 Vessel built at Port Glasgow By whom Lithgows Ltd Year 1940 Month 10

Net Tonnage 3076 Engines made at Greenock By whom Rankin & Blackmore When 1940

Indicated Horse Power 436 Boilers, when made (Main) 1940 (Donkey) 1940

No. of Main Boilers 2SB Owners Crest Shipping Co Ltd Owners' Address London Voyage ✓

No. of Donkey Boilers ✓ Managers Govan No. 1 S.D.

Working Pressure of Main Boilers 220lb If Surveyed Afloat or in Dry Dock Yes (State name of Dock.)

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

CHARACTER. (for Special Survey Date of last Survey and of Periodical Surveys.)	Years assigned for expiration.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A-1. With Tuberoad 9-41		+L.M.C. 10-40 C.L.

Previous Report No. Port Particulars of Examination and Repairs (if any) Damaged T.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 sides 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.

Where 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

Has a damage report made by anyone else? If so, by whom? Underwriter Surveyors

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Where this was not done, state for what reasons B.S. 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 Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓ 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 Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? Yes If so, state reasons Continuous liner in way of bush corrugated to depth of 3/8"

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Date of examination of Screw Shaft 5-2-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft a fit

Engine parts, when referred to by numbers, should be counted from foreward. Is electric light and/or power fitted Yes

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? ✓

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

Damage due to Heavy weather during September & October 1941, whilst on a voyage Newcastle-on-Tyne to U.S.A.

How done Vessel placed in dry dock, propeller, after end of stern tube and outside fastenings of under water side connections examined and found or placed in good condition. Screw Shaft drawn in and examined, continuous liner in way of stern bush corrugated to a depth of 3/8". Screw Shaft and Liner renewed (See Greenock Certificate No. C.1873) Old screw Shaft removed ashore to be fitted with new lines, marks L.R. 9258, M.E. 18-7-40, New Shaft L.R. 10577, M.E. 43-1-42. P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as examined is in a safe working condition and eligible in my opinion to remain as classed and to have fresh record of T.S.(N) 2-42 C.L.

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

as now seen is in a safe working condition and eligible in my opinion to remain as classed and to have fresh record of T.S.(N) 2-42 C.L.

Fee (per Section 29) £ : : Fees applied for 17 FEB 1942

Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : 0 Received by me, G. B. Murdoch

Printing expenses (if chargeable) £ : : 19

Committee's Minute GLASGOW 17 FEB 1942

Signed As now

Report (N) 2-42

G. B. Murdoch
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

