

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

(Received at London Office)

9 FEB 1942

Date of writing Report

When handed in at Local Office

14. 2. 1942

Port of

Glasgow

No. in
Reg. Book

Survey held at

Glasgow

Date First Survey

3. 2. 42

Last Survey

9 Feb 1942

8824 on the Machinery of the ~~Wood~~ Iron or Steel

S.S. "Aircrest"

(No. of Visits)

4

Gross 5237
Net 3076

Vessel built at Port Glasgow

By whom Lithgows Ltd

Year. Month.

When 1940. 10

Nominal 436
Horse Power

Engines made at Greenock

By whom Rankin & Blackmore Ltd

When 1940

of Main Boilers 2SB

Boilers, when made (Main)

1940

(Donkey)

of Donkey Boilers 220lb

Managers

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

If Surveyed Afloat or in Dry Dock

If Surveyed Afloat or in Dry Dock

Yes

(State name of Dock.)

Govan No. 1. S.D.

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 expiry. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|-------------------------------------|--|
| +100A.1. With Tubroad 9.41 | | +L.M.C. 10.40 C.L. |

1st Report No.

Port

Particulars of Examination and Repairs (if any) Damages 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 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 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 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.

Has a damage report been 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

Donkey " " " " " "

Was this 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 was the latest date of internal examination of each boiler? ✓

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

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 forward. 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? ✓

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 liner, marks L.R.9258, M.C.18.7.40. New shaft L.R.10577, M.C.13.1.42. P.T.O.

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

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

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

Special Damage & Repair Fee (if any) £ 3 : 3 : 0 17 FEB 1942

Printing expenses (if chargeable) £ : : Received by me, 19.

Committee's Minute GLASGOW 17 FEB 1942

Signed As above.

Report (N) 2.42.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1037-0212

S.S. Aircraft

Note, additional voyage repairs carried out at the request of M.S.R.
Repairs Stern tube gland and neck ring renewed.

G. L. Murdoch

7822
2508
254
226
2
1066

Yrs. and regards
Elizabeth Barrett

sub Rom. 2. 81

Quesada

[illegible]

Damage due to heavy weather during September & October 1941. White
on voyage Newcastle-on-Tyne to N.Z.A.
Completed

The machinery of this vessel
 No. 51873) Old steam shaft removed came to the bottom
 to a depth of 38'. Green shaft and liner removed (in original
 examined position) liner in way of stem but collapsed
 and found or placed in good position. Green shaft shown in
 tube and outside fastenings of under water also came to the bottom
 New drive shaft placed in dry dock, propeller, after end of stem
 on voyage.

26.2.42

Noted

Weather damage.