

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 26-10-1940 When handed in at Local Office 31-10-1940 Port of Manchester
 Date, First Survey and Last Survey 24 October 1940
 (No. of Visits 072)

No. in Reg. Book 75002 Survey held at Manchester on the Machinery of the Food, Iron or Steel GLENMOOR
 Year. Month. When 1928. 4

Tonnage Gross 4393 Vessel built at Sunderland By whom Wm Doxford Sons & Co When 1928
 Net 2649 Engines made at Sunderland By whom Wm Doxford Sons & Co (Donkey) 1928

Nominal Horse Power 417 Boilers, when made (Main) Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers ✓ Owners Truro Line Ltd Port London Voyage

No. of Donkey Boilers 2 Managers Runciman Shipping Co Ltd Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers ✓ Nº. 2 Dry Dock

in Donkey Boilers 120 lb £ Surveyed (State name of Dock.)

Last Report No. Port Condition

Particulars of Examination and Repairs (if any) Condition
 (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 " " no

If this was not done, state for what reasons? Boilers not due

And what parts of the Boilers could not be thus thoroughly examined?

Also 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

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 screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓
 Has shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 1/8"

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓
 Is electric light and/or power fitted ✓

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

If so, 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? ✓

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

how done: Vessel placed in dry dock. Propeller, outside fastenings examined and found in good condition

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, boilers, working pressures, &c.; thus, for example, H.S. 9.11, H.S. 9.11, L.M.C. 9.11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

and efficient condition and eligible, in my opinion, to remain as classed without

fresh record of survey

Survey Fee (per Section 29) £ : : Fees applied for

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

Travelling expenses (if chargeable) £ : : 19

Committee's Minute Deferred

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

10m. 11.30. - Transfer Ink. (MADE AND PRINTED IN ENGLAND)

The Surveyor is requested not to write on or below the space for Committee's Minute.

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

W1129-0228

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It is submitted that
this vessel is eligible to
remain as CLASSED,

SS No. 3 due 4.40. *Lea*
of place approved.

L.Y.
13/11/40.



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