

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

(Received at London Office 30 SEP 1926)

Date of writing Report 29th Sept 1926 When handed in at Local Office 29th Sept 1926 Port of Sunderland

No. in Reg. Book. 65521 Survey held at Sunderland Date, First Survey July 22 Last Survey Sep. 22 1926
on the Machinery of the Wood, Iron or Steel S. S. CAIRNGLEN (No. of Visits 9)

Tonnage { Gross 5019
 Net 5024 Vessel built at Sunderland By whom W. Rickard & Co. Ltd When 1926
 Engines made at Newcastle By whom Parson Marine Steam Turbine Co When 1926
 Nominal Horse Power { Boilers, when made (Main) 1926 (Donkey) ✓
 No. of Main Boilers Owners Cairn Line of Steamships Ltd Port Newcastle Voyage ✓
 No. of Donkey Boilers Managers Cairns Noble & Co
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock River & Greenwells
 in Donkey Boilers (State name of Dock.) Drydock

Last Report No. Port Completion of
 Particulars of Examination and Repairs (if any) 1st Entry & Dkg

(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? ✓

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 185 lbs main
190 lbs superheated

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No

Is it fitted with continuous liner? ✓

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

Has shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close

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

Now done:- Vessel placed in drydock, propeller and outside fastenings of sea connections examined and found in order.

The following carried out in accordance with NCL rpt N^o 80612.

Main boiler and superheater safety valves adjusted under steam. Machinery tried under working conditions and spare gear verified.

Thickness of adjusting washers.

	Port Boiler	Centre Boiler	Star. Blt.
Port Valve	$\frac{3}{8}$	$\frac{13}{32}$	$\frac{13}{32}$
Star Valve	$\frac{13}{32}$	$\frac{13}{32}$	$\frac{3}{8}$
Sub. Valve	$\frac{11}{32}$	$\frac{13}{32}$	$\frac{11}{32}$

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

(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. & H.S. 9.11, or L.M.C. 9.11, 140 lb., F.H. &c.)

vessel which has been built under special survey is eligible in my opinion for classification and the records of L.M.C 9-26 and T.S (C.4) 9-26

Survey Fee (per Section 28)..... £ 19
 Special Damage or Repair Fee (if any)..... £ 10
 Travelling Expenses (if chargeable)..... £ 10

Fees applied for
 Received by me,
George Anderson

Committee's Minute TUES. 5 OCT 1926

Assigned See Minute on hve. 28.

Rpt 80612

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W1143-0102

For indorsement see 1st Entry
Rpt.

W.D.
1/10/26
MS

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