

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

(Received at London Office)

23 FEB 1942

Date of writing Report 19. 2. 1942 When handed in at Local Office 19. 2. 1942 Port of HULL

No. in Survey held at 1st Date, First Survey 12. 2. 42 Last Survey 12. 2. 1942

7604 on the Machinery of the Wood, Iron or Steel Off. Loch Dorr. (No. of Visits 2.)

Tonnage } Gross 5249 Vessel built at Londonderry By whom J. H. Chapman & Son Ltd. When 1917. 7
Net 2977 Engines made at — By whom H. S. Mac. Eng. Co. Ltd. When 1917. 7

Nominal Horse Power } 409 Boilers, when made (Main) 1917. (Donkey)

No. of Main Boilers 380 Owners Glasgow Harb. Co. Ltd. Owners' Address —
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Malloy & McArthur Ltd. Port Glasgow Voyage
Steam Pressure in Main Boilers 220 lb If Surveyed Afloat or in Dry Dock King George Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —

Particulars of Examination and Repairs (if any) Docking.

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

as 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? No.

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

If this was not done, state for what reasons? Not offered for survey.

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? Present condition of funnel(s) gone.

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? 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 the shaft now been changed? If so, state reasons

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?

What was the 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 5/32"

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

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.

Close Dorr. Some plates in dry dock. Propellers, stern bush & outside fastenings examined & found in good condition. Done 5/32.

Main injection gear, found slack, refitted.

General Observations, Opinion, and Recommendation:—

(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 X.L.M.C. 140 lb., F.D., &c.)

Nothing in my opinion to remain to be done without full view of survey.

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
Printing expenses (if chargeable) £ : :
Submitted's Minute FRI. 13 MAR 1942
Signed As now

A. H. Brown
Engineer Surveyor to Lloyd's Register of Shipping.



W1147-0059

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Docting

It is submitted that
this vessel is eligible to
remain as CLASSICAL

Note Exam. of Sea Camelins
as part of no. due 741

Thus

10.3.42



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