

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

(Received at London Office.)

JUN 27 1940

Date of writing Report 20th JUNE 1940. When handed in at Local Office 21st JUNE 1940. Port of Queenock

No. in Reg. Book. 21578 Survey held at Queenock Date, First Survey 6th JUNE 1940. Last Survey 18th JUNE 1940.
on the Machinery of the Wood, Iron or Steel CAIRNDALE (No. of Visits FOUR.)

Tonnage { Gross 8129. Vessel built at Belfast By whom Hauland & Wolf, Ltd. Year. Month. When 1939-1
Net 4826. Engines made at — By whom — When 1939.
Nominal Horse Power 502 Boilers, when made (Main) (Donkey) 1939.
No. of Main Boilers. Owners The Admiralty. Owners' Address (If not already recorded in Appendix to Register Book.)
No. of Donkey Boilers one Managers — Port London. Voyage
Steam Pressure in Main Boilers — If Surveyed Afloat or in Dry Dock Cairndale Drydock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. — Port —
Particulars of Examination and Repairs (if any) CS. Rtg.

Periodical Surveys, when held, must be reported in detail and seriatim 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?

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 H.I. 8.39		*L.M.C. 1.39
Carrying Petroleum in bulk		C.L. Oil Engd.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? —
" " Donkey " " " —
If this was not done, state for what reasons? No. not due for R.S.
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 — Present condition of funnel Cairndale
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? — 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 —
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? —
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 1/8"
Is electric light and/or power fitted? —

Engine parts, when referred to by numbers, should be counted from forward.
So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? —
Was 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 C.S. of oil engines.

How Done. Vessel in Drydock. Examined propellers and outside fastenings of sea connections and stem bush
Main Engines No 1 and 8 cylinders, pistons heads and valves with valve gear. No 5 and 7 main bearings and journals
Auxiliaries Steam and Diesel driven compressor cylinders and pistons (engines and compressors).
Repairs for Wear and Tear. No 5 and 7 lower half main bearings re-metalled.

General Observations, Opinion, and Recommendation:— The machinery of this Vessel is (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, H.S. 9,11, H.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
L.M.C. 140 lb., F.D., &c.
US 8,34.
eligible in my opinion, to remain as classed with Record of +L.M.C. with date when the survey has been completed.

Survey Fee (per Section 29) £ 5 : 5 :
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :
Fees applied for
Received by me, £ 19 : :
25 JUN 1940

Committee's Minute GLASGOW
Assigned As now
M. Caldwell
Engineer Surveyor to Lloyd's Register of Ships
Lloyd's Register Foundation
11161-0152

