

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 GuernockNo. in Reg. Book. 21578 Survey held at Guernock. Date, First Survey 6th JUNE 1940. Last Survey 18th JUNE 1940. (No. of Visits FOUR.)

on the Machinery of the Wood, Iron or Steel CAIRNDALE

Tonnage { Gross 8129.
Net 4826.
Nominal Horse Power 502

Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1939-1

Engines made at — By whom — When 1939.

Boilers, when made (Main) (Donkey) 1939.

Owners The Admiralty. Owners' Address (If not already recorded in Appendix to Register Book.)

Managers Port London. Voyage

No. of Donkey Boilers one

Steam Pressure—

in Main Boilers

in Donkey Boilers 180 lbs

If Surveyed Afloat or in Dry Dock Canuel Drydock. (State name of 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) CS. Rky.

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 " "

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?

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?

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"

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

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

as 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

how done. Vessel in Drydock. Examined propeller and outside fastenings of sea connections and stern 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, B.S. 9, 11, H.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

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 : Fees applied for

Special Damage or Repair Fee (if any) £ 19

(per Section 29.)

Travelling expenses (if chargeable) £ 19

Received by me,

Committee's Minute

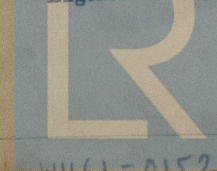
Assigned

DS

GLASGOW

25 JUN 1940

M. Caldwell
Engineer Surveyor to Lloyd's Register of Ships



Lloyd's Register
Foundation

W1161-0152

P.S.
2/7/40.

unhappy for 22
regarding the above was also having
very much this winter but about
unhappy winter but certainly
billions of people were
not very much
the 2nd + 3rd years of the
winter was not very much

Be.
not very much

22

not very much

22

not very much

not very much

not very much

not very much

