

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

20 APR 1943

Date of writing Report 7-4-43 When handed in at Local Office 19 APR 1943 Port of HULL

No. in Survey held at Hull Date. First Survey 28-12-42 Last Survey 30-3-19-43
 Reg. Book. 64127 on the Machinery of the Wood, Iron or Steel K. STRATHLYON
 (No. of Visits 13)

Tonnage { Gross 218 Vessel built at Aberdeen By whom Hall Russell & Co. Ltd Year. Month. 1928 9
 Net 93 Engines made at do By whom do When 1928 9
 Nominal Horse Power 59 HP Boilers, when made (Main) 1928 (Donkey) do
 No. of Main Boilers One Owners SUTLAND AMALGAMATED TRAWLERS L. Owners' Address do
 No. of Donkey Boilers nil Managers E. CARGILL (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb Port HULL Voyage do
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock 8th Andrews Dr
 (State name of Dock.) LNER SLIPWAY

Last Report No. outside Port HullParticulars of Examination and Repairs (if any) LMC

(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? yes

" " Donkey " " "

If not, state for what reasons

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?

State latest date of internal examination of each boiler 30-3-43

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? efficient 180 lb/sq

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

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? yes

and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the stern bush

Is electric light and/or power fitted? yes

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

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

Now done

Vessel placed on slipway. Propeller, sternbush and outside fastenings examined, found in good order. Boiler examined internally and externally, together with safety valves and mountings, all found in good order. Bent combustion chamber backplate and all furnaces built-up with electric welding in way of local wasting, several l.b. screwstays renewed. Main and auxiliary machinery opened and an examination made of the main engine cylinders, pistons, covers, valves and chests, rock, crank, main and bottom end bearings, condenser, thrust block, shaft and shoes; pumps and pumping.

General Observations, Opinion, and Recommendation: Eligible in my opinion to remain

(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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., PD, &c.)

as classed and to have record of * LMC 4-43

Survey Fee (per Section 29) LMC £ 5:0:0 Fees applied for 19 APR 1943

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Travelling expenses (if chargeable) £ : :

Received by me, John Douglas

Committee's Minute

Assigned + LMC 3.43

Engineer Surveyor to Lloyd's Register of Shipping.



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K. STRATHLYON

arrangements examined, found a placed in good order.

Sea connections opened and examined. Main steam pipes examined and tested, found satisfactory. A new centrifugal circulating pump has been fitted, the attached circulating pump is not now used. New steam exhaust & circulating inlet pipes fitted.

The vessel has been wired throughout for electric light, but the 5K.W. dynamo has not yet arrived, and as a temporary measure a 2 1/2 Kw. secondhand dynamo has been fitted.

Boiler examined under steam and the safety valves adjusted to 180 lbs/sq. in.

Main and auxiliary machinery, pumps and pumping arrangements examined under steam and found satisfactory.

Repairs effected

H.P. piston rings renewed

H.P. valve chest rebored, new spring rings fitted. All piston and valve rods machined. Metallic packing fitted. Gardner tubes drawn, cleaned & re-luted, about 60 tubes renewed. All pipes throughout vessel.

SS No. 3 den 9th, now held. Made a port of 400000 & 200000. Chamber dead-weight. H.P. valve chest re-bored & a number of condenser tubes renewed. The main engine attached circulating pump put out of use & a new centrifugal pump fitted.

An electrical installation for lighting has now been fitted.

A 2 1/2 kw dynamo has been fitted.

Temporarily installed a 5 kw one has been supplied.

It is submitted that this vessel is eligible for the R.C.C. 7 LMC 343.

As an electrical installation of 200000 ft. has been fitted the vessel should be registered as a 200000 ft. vessel on form 17.

17/5/63.



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