

CERTIFICATE No.10.

Basrah, 27th January 1942.

THIS IS TO CERTIFY THAT I, the undersigned,
E.J. Morrison, Engineer holding First Class Board of Trade
Certificate with Diesel Endorsement, did, at the request of
Messrs. Gray Mackenzie & Co., Ltd., LLOYD'S AGENTS at
BASRAH, IRAQ, attend on board the M.V. "GLENSHIEL" of Belfast,
Reg.No.145439, lying afloat at No.1 Wharf, Margil, Basrah,
Iraq, for the purpose of carrying out survey only of the
following machinery.

I have thoroughly examined the following Main Engine
and Auxiliary machinery:-

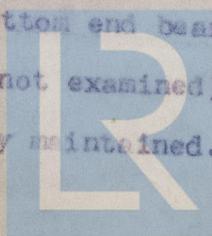
Item No.1. MAIN ENGINE CYLINDER No.5. Piston, Piston
Rings, Exhaust and Inlet Valves, Valve Levers, etc. All found
in good working order and efficiently maintained.

Item No.2. MAIN AIR RESERVOIR AFT. External and internal shell
plate, main stop valve, pressure gauge, drain valves and safety
plugs. All found in good working order and efficiently main-
tained.

Item No.3. PISTON COOLING PUMP AFT (ELECTRIC DRIVE). Buckets,
liners, rods, glands, top and bottom end bearings, main bearings,
guides, crank drive pinion wheels, motor drive suction and
delivery valves and seats. New rods fitted to pump buckets.
All found in good working order and efficiently maintained.

Item No.4. MAIN CIRCULATING CENTRIFUGAL PUMP (ELECTRIC DRIVE).
External and internal casings, sealing rings, glands, motor end
shaft coupling. All found in good working order and efficiently
maintained.

Item No.5. MAIN ENGINE PORT AFT COMPRESSION (THREE STAGE).
H.P. I.P. L.P. pistons, piston rings, H.P. I.P. Cylinders, suction
and delivery valves and cases, bottom end bearing and crank pin
(top end bearing and gudgeon pin not examined). All found in
good working order and efficiently maintained.



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The L.P.cylinder was found to be badly scored and grooved all round the cylinder wall, particularly on the after side, the L.P.mantle cover, several housings for L.P. suction and delivery are broken in places.

On my findings I recommend that the L.P.Compressor cylinder and the L.P.suction and delivery valve bearings that are damaged be bored out and a suitable liner fitted to the L.P.Cylinder and sleeves to the suction and delivery valve housings at the first available opportunity and be re-surveyed when repairs have been completed.

I further recommend that record of survey of other parts inspected be noted in accordance with the rules for continuous survey.

E. J. Harrison

SURVEYOR APPOINTED BY LLOYD'S AGENTS.



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