

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

No. 18174

W.T.O. 5 MAR. 1924

(Received at London Office)

Writing Report 18 Feb. 1924 When handed in at Local Office 29 Feb. 1924 Port of Greenock  
 Survey held at Port Glasgow Date, First Survey 23rd January Last Survey 25 Feb. 1924  
 on the Machinery of the Wood, Iron or Steel S.S. "MALACHITE" (No. of Visits 9)  
 Gross 743 Vessel built at Sunderland By whom M. Schepke, J. K. Medley When 1920  
 Net 328 Engines made at Dordrecht By whom Penn & Boudin When 1920  
 Main Boilers 2 Boilers, when made (Main) 1920 (Donkey) ✓  
 Owners W. Robertson Port Glasgow Voyage Coasting  
 If Surveyed Afloat or in Dry Dock On the Ship (State name of Dock.)  
 Key Boilers ✓

Report No. Port  
 Particulars of Examination and Repairs (if any) Classification

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and be detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not? ✓  
 Was a damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" Donkey " " " ✓

Not done, state for what reasons? ✓

Parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq. in.

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? not fitted , and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boiler? ✓

Shaft now been drawn and examined? yes Is it fitted with continuous liner? no liner Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes Edwards

Shaft been changed? No If so, state reasons ✓

Shaft fitted new? ✓ Has it a continuous liner ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Space betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? close

Do not complete state what arrangements have been made for its completion and what remains to be done? Complete

Is placed in dry dock? ✓

Bylunders, piston rings, slide & piston valves, condenser, valves & connections, all shafting, propeller, stern bush, sea connections, side anchorage valves & fastenings, bedplate, thrust block, holding bolts and seatings; donkey feed pump & general service pump, bulge piping arrangement, steam steering engine & windlass, and the machinery generally examined and found or now put in good order. Main steam connected and tested to 540 lbs/sq. in. & found satisfactory. Condenser test found tight. Main boiler examined internally and externally with their safety doors and mountings and found or put in good order; safety valves tested under steam as above. The leading dimensions of the machinery

Observations, Opinion, and Recommendation:— The machinery of this vessel  
every 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  
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, or L.M.C. 9, 11,  
now in a good and safe working condition and eligible in my  
opinion to be classed L.M.C. 2.24 with the notation of "Tail  
shaft last seen 29. 2.24."

Section 28. For fee see Machinery & Repair Report Fees applied for 19  
 or Repair Fee (if any) attached Received by me, 10  
 Expenses (if chargeable) £

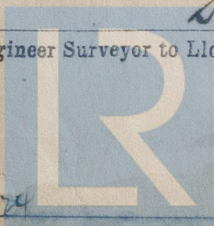
Surveyor's Minute GLASGOW -4 MAR 1924

L.M.C. 2.24

Note Shaft

CERTIFICATE WRITTEN 5/3/24

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

GLASGOW

pto.

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

W12-0048



U. Malachite.

and bails checked and found to be as stated on the accompanying First Entry Report.

The following repairs effected:—

Tail shaft skinned in lathe, stem bush drawn & reinstalled & replaced. Feed pump valves renewed

Bails - port bails some 26 plan tubes expanded, and defective landing at furnace mouths & front & back circumferential seams made good by electric welding.

Star bails - defective furnace landings & front & back circumferential shell landings made good by electric welding.

Several minor repairs effected.

J. F. Dwyer.