

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

No. 18174

W.F.O. 5 MAR. 1924

(Received at London Office)

Writing Report 28 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 28 Feb. 1924
 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "MALACHITE" (No. of Visits 9)
 Gross 743 Vessel built at Sleedrecht By whom N.V. Schepke & K. Nedulof When 1920
 Net 328 Engines made at Dordrecht By whom Penn & Bauduin When 1920
 Main Boilers 2 Boilers, when made (Main) 1920 (Donkey) ✓
 Donkey Boilers ✓ Owners W. Robertson Port Glasgow Voyage Coasting
 If Surveyed Afloat or in Dry Dock Slip at Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

Special 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 being 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? ✓
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes
 " " " " " " " " ✓
 If not done, state for what reasons? ✓
 Were 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? ✓
 Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq. in.
 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? yes, and of the Donkey Boiler? ✓
 Did the Surveyor examine the drain plugs of the Main Boilers? not fitted, and of the Donkey Boiler? ✓
 Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓
 Has the 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 Cadwall.
 Has the shaft been changed? No If so, state reasons ✓
 Has the shaft been 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? ✓
 Is there any space betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? close.
 If not complete state what arrangements have been made for its completion and what remains to be done? Complete.

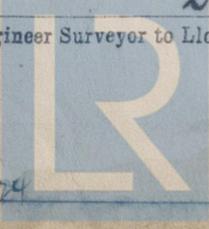
Was the vessel placed in any dock? ✓
Bylunders, piston rings, slide & piston valves, condenser valves, valves & connections, all shafting, propeller, stern bush, sea connections, side discharge valves & fastenings, bedplate, thrust block, holding bolts and seatings; donkey feed pump & general service pump, bulge piping arrangement, steam steering engine & windlass, and the machinery generally examined and found or now put in good order. Main steam armature and tested to 500 lbs/sq. & 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 is 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 09. 2.24"

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

Committee's Minute GLASGOW - 4 MAR 1924
LMC 2.24

S. J. Dorey
 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

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

W12-0048

Note Shaft

CERTIFICATE WRITTEN 5/3/24

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

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

Several minor repairs effected.

J. F. Dwyer

N.B.—If this Report is copied by Copying Press special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



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