

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

(Received at London Office 28 MAR 1928)

Date of writing Report *21st March 1928* When handed in at Local Office *23/3/28* at *Port of Glasgow*

No. in Reg. Book *Survey held at Glasgow* Date, First Survey *1.12.27* Last Survey *3.2.1928*
(No. of Visits *3*)

43269 On the Machinery of the Wood, Iron or Steel *T.S.V. VICTOLITE*

Gross Tonnage *11409* Vessel built at *Glasgow* By whom *A. Stephen Son Ltd. When 1918-3*
Net *6711* Engines made at *Karl* By whom *F. Krupp A.G. Germany When 1917*

Nominal Horse Power *998* Boilers, when made (Main) *(Donkey) 1917*

No. of Main Boilers *-* Owners *Imperial Oil & Co.* Owners' Address *-*
(If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers *2* Managers *-* Port *Glasgow* Voyage *-*

Steam Pressure in Main Boilers *-* *If Surveyed Afloat or in Dry Dock* *Shieldhall Works* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers *237 lb* *Govan Dry Dock*

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) *Damage*

(Periodical surveys, when held, must be reported in detail and scribbled 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 date 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? *Yes, but required*

Was a damage report made by anyone else? If so, by whom? *Underwritten Surveyor*

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

Do. " Donkey " " " " "

If this was not done, state what reasons? *None*

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? *-*

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

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

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? *No* 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *A close fit*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? *Complete*

On account of damage stated to have been caused, (1) by striking back of river subsequent to launching.

(2) by fouling dock wall when entering Premier Dock, Govan to fit out.

All wood planked in dry dock.

Propellers, outside fastenings and outer ends of stern bushes examined found (1) One blade of fore propeller fractured.

(2) Two blades of starboard propeller damaged at tips.

Repairs now done, - One blade of fore propeller and two blades of starboard propeller removed.

Both propeller shafts tested for truth in place by gauges and found to be satisfactory.

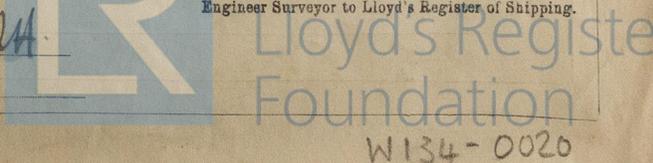
General Observations, Opinion, and Recommendation: - *This report is forwarded for*
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.S. 8.11, or S.L.M.C. 9.11, &c.)

The information of the Committee

Survey Fee (per Section 25).....	£ -	Fees applied for	10
Special Damage or Repair Fee (if any).....	£ 200	Received by me,	19
(per Section 25.)			
Travelling Expenses (if chargeable).....	£ -		19

Mr. Lane
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 27 MAR 1928*
Assigned *See accompanying F.C. Report on Mach^y*



W134-0020

If copies of this Report sent now, or when will it be sent?
 1-3-8-1
 Feb 12
 2. 27
 1. 29
 7. 3. 28
 4684
 931 V.
 7499
 48.
 3. 28

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