

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

(Received at London Office 21 Oct 1926)

Date of writing Report _____ When handed in at Local Office 21-10-1926 Port of Glasgow

No. in Reg. Book 80721 Survey held at Glasgow Date, First Survey & Last Survey 15-10-1926
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S/S "PULPIT POINT"

Tonnage { Gross 8600
 Net _____ Vessel built at Port Glasgow By whom Lithgows Ltd When 1926

Nominal Horse Power { Engines made at Glasgow By whom W. Rowan & Co. Ltd When 1926

No. of Main Boilers _____ Boilers, when made (Main) 1926 (Donkey) _____

No. of Donkey Boilers _____ Owners Vacuum Oil Co Ltd Owners' Address _____
(if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers _____ Managers _____ Port _____ Voyage _____

in Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Govan Dry Dock
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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 copy herewith

Was a damage report made by anyone else? If so, by whom? W. Thorneil for shipbuilders

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 for what reasons?

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? no

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 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? close

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

Damage Stated to have been sustained by the vessel having dragged her anchors during a heavy gale at Greenock on 9th October 1926 and subsequently grounding at the Tail of the Bank, Greenock.

NOW DONE The propeller rope guard and the stern bush check ring removed. The propeller and its fastenings, the stern bush end, all outside fastenings of sea-cocks and valves and the main injection chest internally, examined and found in good condition. The condenser tested and found tight.

General Observations, Opinion, and Recommendation:—

(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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

These particulars are submitted for the information of the Committee.

new vessel. - class contemplated.

Survey Fee (per Section 28) £ : : Fees applied for 21/10/1926

Special Damage or Repair Fee (if any) £ 3.3 (per Section 28.)

Travelling Expenses (if chargeable) £ : : Received by me 25/10/1926

Committee's Minute GLASGOW 26 OCT 1926

Assigned See attached machinery report.

S. C. Davis
 Engineer Surveyor to Lloyd's Register of Shipping.

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W136-0013

Has a Survey also been held on Ship? If so, in the Report sent now, or when will it be sent?
 10m, 4.26.—Transfer Ink.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 21/10/26

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

08535

GENERAL REMARKS TO THE SURVEYOR TO BE FURNISHED TO THE REGISTER

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

For endorsement see 1st Entry report attached.

W.D. 28/10/87

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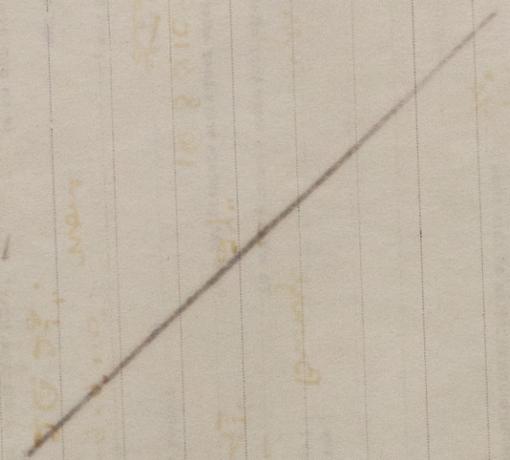
W.D. 28/10/87

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all supports found were left in position and had a light greenish color...
The supports were found in the same position as they were in 1887...
The supports were found in the same position as they were in 1887...
The supports were found in the same position as they were in 1887...

Telephone 2



Handwritten notes describing the structure in the diagram.

Handwritten notes at the bottom of the page.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

