

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

(Received at London Office)

21 Oct 1926

Date of writing Report 19 26 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

Engines made at Glasgow By whom W. Rowan & Co. Ltd When 1926

Nominal Horse Power { Boilers, when made (Main) 1926 (Donkey) -

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

No. of Donkey Boilers Managers - Port Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Govan Dry Dock

in Donkey Boilers (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

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?

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? 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? 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?

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

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.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W136-0013

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

[illegible]

kind of ¹⁸⁷¹ fruit called
cushion-like fig

2481
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