

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

(Received at London Office, NOV 14 1940)

Date of writing Report 19th OCTOBER 1940. When handed in at Local Office 19th OCTOBER 1940 Port of Greenock

No. in Reg. Book 72318 Survey held at Greenock Date, First Survey and Last Survey 14th Oct. 1940 (No. of Visits ONE)

Tonnage Gross 10146 Net 6280 Vessel built at Belfast By whom Workman Clark & Co Ltd Year 1922-9
Engines made at By whom (Donkey) When 1922
Nominal Horse Power 1038 Boilers, when made (Main) 1922 (Donkey) When 1922
No. of Main Boilers 5 Owners Ellerman Lines Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers City Line Ltd Port Glasgow Voyage
Steam Pressure in Main Boilers 230 lbs If Surveyed Afloat or in Dry Dock (State name of Dock.)
in Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 3190 Port P. N.L.
Particulars of Examination and Repairs (if any) Commenced B.S.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A.I. 2.40		L.M.C. 6.38
S.O. with funnel		C.L. 5.38
S.S. Hull N ^o 3-6.34		B.S. 2.40
S.S. Hull N ^o 1-38		
Fitted for D.F. 9.22		
F.P. 150 ^o F.		

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Both found

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

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?

State latest date of internal examination of each boiler. Both found 17/10/40 Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? To be adjusted

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 (Both found) and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes (Both found) and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes (Both found) and of the Donkey Boilers?

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 date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

To complete B.S. the three aft boilers to be examined and all safety valves adjusted. It is stated the Vessel is proceeding to Glasgow where this will be dealt with.

New Done for B.S. Both forward boilers examined complete with doors and mountings.

Repairs Recommended - to be effected at Glasgow - Port hole stand low furnace mouth rivets to be dealt with.

Port and Centre bottom doors on port boiler and Centre bottom door on starboard boiler to be refitted.

General Observations, Opinion, and Recommendation: - The machinery of this Vessel is

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

eligible in my opinion to remain as classed with Fresh Record of B.S. 10.140 when the survey is complete.

Survey Fee (per Section 29) £ 6 : 0 : 0
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :
Fees applied for 19th Oct 1940
Received by me, M. Caldwell

Committee's Minute GLASGOW 22 OCT 1940
Assigned As now } See No. 63085

M. Caldwell
Engineer Surveyor to Lloyd's Register of Shipping.

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

20m. 7.38.-Transfer InL. (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

1000-FIN

GLASGOW 12 NOV 1940

