

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

(Received at London Office 30 MAY 1928)

Writing Report 19 When handed in at Local Office 26.5.1928 Port of Glasgow

Survey held at Glasgow Date, First Survey 14.3.28 Last Survey 16. May 1928 (No. of Visits 7)

on the Machinery of the Wood, Iron or Steel (M.V.) "Storlin" Oil Eng. By whom Barclay Curle & Co. Ltd. When 1926-7

Gross 5343 Net 3114 Vessel built at Glasgow Engines made at do By whom do 1926 (120 H.P.) When 1928

Boilers, when made (Main) ✓ (Donkey) 1924, refitted 1928 Owners' Address (if not already recorded in Appendix to Register Book) Port Glasgow Voyage

Managers B. Refen + Siloermeden Owners' Address (if not already recorded in Appendix to Register Book) Port Glasgow Voyage

Report No. Port Particulars of Examination and Repairs (if any) New Engines

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

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned for Special Survey.	Machinery and Boiler Survey (including date of N.B., if any).
+100 A1. 2.24.		+LMC 426
OIL ENGINE		R.C.L.
Carrying petroleum in bulk.		

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (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.

In cases where the Surveyor has not made a special damage report he is required to state whether he declines his services for this purpose, and why they were declined? ✓

Damage report made by anyone else? If so, by whom? ✓

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

Donkey " " " not done, state for what reasons? ✓ See films.

Parts of the Boilers could not be thus thoroughly examined? ✓

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? ✓

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

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

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

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

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? ✓

Shaft now been changed? ✓ If so, state reasons ✓

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? ✓

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓

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

Work Done:- Vessel placed in dry dock: Outside fastenings examined and found in order.

Original main motor together with all shafting, stem tube and propeller removed from vessel and new Dorrford opposed piston motor complete with shafting, cast steel stem tube and propeller fitted and efficiently secured in position.

Auxiliary examined, overhauled and repaired as required. Pumping arrangements examined on completion and found in order and in accordance with plan.

One Cochran donkey boiler removed from vessel and Cochran boiler marked 16349-AC-4.7.24. (Stated to have been previously fitted in M.V. "City of Stockholm") examined, hydraulically tested to 150 lbs. found in order and afterwards placed on board.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is in my opinion to remain as classed, with notation of +NE 5.28.

Classed B(100 H.P.) 1924 refitted 1928, and T.S.N.C.L. 5.28.

Fee (per Section 28) DP £ 3 - - - 29 MAY 1928
Damage or Repair Fee (if any) (per Section 28.)
Printing Expenses (if chargeable)

Committee's Minute GLASGOW 29 MAY 1928
Signed + NE 5.28

Received by me 30.6.28
J. J. D. Munn
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 26 JUL 1929
WED. 2 JAN 1929
TUE. 11 JUN 1929
Lloyd's Register Foundation
W219-0158

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

