

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 22 MAY 1944)

Date of writing Report 19/5/44 When handed in at Local Office 19 MAY 1944 Port of Hull

Survey held at Hull Date First Survey 8/5/44 Last Survey 12/5/44 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. "Dungrange" Year. Month.

Gross 621 Vessel built at Paisley By whom J. Fullerton & Co When 1914 5

Net 265 Engines made at Paisley By whom Fishers & Co When 1914 -

Power 90 Boilers, when made (Main) 1914 (Donkey) ✓

Main Boilers 1 Owners Dungrange S.S. Co Ltd Owners' Address ✓

Donkey Boilers 1 Managers Buchanan & Hogg Ltd (if not already recorded in Appendix to Register Book.)

Pressure 180 If Surveyed Afloat or in Dry Dock Victoria Port Grangemouth Voyage ✓

Donkey Boilers 1 (State name of Dock.)

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.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1		LMC 12.36
12.H3		B/H.H.3
S.S. BNS 2 No 3-10, 3Y		T.S.C. 11.43
Examined 12.H3		
Cargo ballast WTS		
filled		

Report No. Port

Particulars of Examination and Repairs (if any) B/H Cont.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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.

Has a special damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

state for what reasons In Barry Apt No 25112 What 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 those parts of each Boiler? ✓

latest date of internal examination of each boiler 18/4/44 in Barry Apt No 25112 Present condition of funnel(s) ✓

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 LBS/D

Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 Boilers? ✓

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

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

Has the screw shaft now been drawn and examined? ✓ Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓

Has the shaft now been changed? ✓ If so, state reasons. ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft. ✓ State the wear down in the bush. ✓ 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? ✓

Where the survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete B/H waste steam pipe to be repaired.

Work done Main Boiler Principal mountings opened up examined found or placed in satisfactory condition; seen under steam safety valves adjusted. Repairs:- Starboard safety valve renewed, main check rejoined & seen other minor repairs effected.

When adjusting safety valves it was noted that waste steam pipe was fractured immediately below flange under casing top. It was stated this pipe could not be repaired without delay to vessel's sailing date. It is recommended record B/H.H. be assigned when waste steam pipe has been repaired.

General Observations, Opinion, and Recommendation:- Eligible, in my opinion, to remain as classed with fresh

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34,

and B/H.H. when the waste steam pipe has been repaired. The class is also subject to examination of cylinder test H.H.5 (12 mos limit)

Fee (per Section 29) £ : : Fees applied for 19

Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Other expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Defered

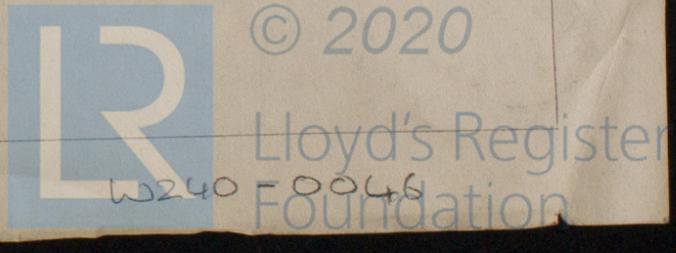
dated FRI. 9 JUN 1944

Signature of Engineer Surveyor

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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



Blade 444 advanced

71 to 81
Blade 444
the record.

Bl 444 when waste

Steam pipe repaired.

Limit of examination

feet expires 4.45,

DA

5/6/44



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