

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

JUN 21 1939

(Received at London Office)

Date of writing Report 12/6/1939 When handed in at Local Office 15 JUN 1939 Port of LIVERPOOL
 No. in Survey held at 7 Fleetwood Date, First Survey 24/4/39 Last Survey 8/6/1939
 g. Book. 9177 on the Machinery of the Wood, Iron or Steel Sc. K. "IMELDA" (No. of Visits 7)

Gross 281 Vessel built at Dundee By whom Dundee S.B. Co. Ltd. When 1916 Year. Month.
 Net 97 Engines made at Glasgow By whom Lidgenwood, Ltd. When 1914
 Nominal Horse Power 80 H.P. Boilers, when made (Main) 1914 (Donkey) -
 of Main Boilers 1 Owners J. Macdonald & Son Ltd. Owners' Address -
 of Donkey Boilers - Managers - Port Fleetwood Voyage Fishing
 Main Pressure - At Surveyed Afloat or in Dry Dock W. J. Macdonald
 Main Boilers 100 lb (State name of Dock.) in Slipway.
 Donkey Boilers -

Particulars of Examination and Repairs (if any) LMC.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature 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 details 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.

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 -

Is 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? Yes

Do the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

What parts of the Boilers could not be thus thoroughly examined? -

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? -

Latest date of internal examination of each boiler 2/5/39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? -

Has the shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? -

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 5/32"

Engine parts, when referred to by numbers, should be counted from forward.

Did the Surveyor examine the generators, ~~switchgear~~, switchgear, cables and fuses? Yes

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete. See also for Rpt No 111813.

Done: - Keel placed on slipway. The propellers & outside fastenings examined & found satisfactory. Sea connections opened out & found or placed in good order. All cylinders, pistons, valves & casings, condenser, water & thrust shafts, main & aux machinery, opened out, examined & found or placed in good condition. Pumping arrangements examined. Electric lighting installation examined, tested, found under working conditions & found satisfactory. Brackets & mountings opened out & examined internally. A few minor repairs effected & safety valves adjusted under steam. All machinery tried under steam on completion of repairs & found satisfactory.

General Observations, Opinion, and Recommendation: - High motion pipes renewed.

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

The machinery of this vessel, so far as now seen, is in safe working condition, slight in my opinion to remain as classed, with high record of + LMC 6.39

Fee (per Section 29) LMC £ 6:0:0

Damage or Repair Fee (if any) (per Section 29.) £ -

Other expenses (if chargeable) £ -

Committee's Minute LIVERPOOL

Signed + LMC 6.39

Fees applied for

15 JUN 1939

Received by me,

7/9/1939

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W309-0087

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

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

