

# 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 Eastwood Date, First Survey 24/4/39 Last Survey 8/6/1939

7. Book. 9177 on the Machinery of the Wood, Iron or Steel Sc. N. "IMELDA" (No. of Visits 7)

Gross 281 Vessel built at Dundee By whom Dundee S.B. Co. Ltd. When 1916 Year. Month. 7  
 Net 97 Engines made at Glasgow By whom Ridgenwood, Ltd. When 1914  
 Nominal Horse Power 82 NHP Boilers, when made (Main) 1914 (Donkey) -  
 of Main Boilers 183 Owners J. Mack & Son Ltd. Owners' Address -  
 of Donkey Boilers - Managers - Port Eastwood Voyage Fishing  
 Main Pressure 180 lb At Surveyed Afloat or in Dry Dock in dry dock  
 Main Boilers 180 lb (State name of Dock.) in Slipway.  
 Donkey Boilers -

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 101</u>		<u>+ LMC 5.34</u>
<u>Stm. Trunk 7.37</u>		<u>B.S. 8.38</u>
<u>65 P.H. No. 2. 9.36</u>		<u>C.L. N. 2.37</u>
<u>65 P.H. No. 2 - 24</u>		

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

Particulars of Examination and Repairs (if any) LMC.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 names 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

Did 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 Present condition of funnel(s) good (renewed)

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb

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 and of the Donkey Boilers? -

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? No 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 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? -

Date of examination of Screw Shaft - State the distance between lignum vite 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. Is electric light fitted? Yes

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

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete. See also for Rpt No 111813.

done: Vessel 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 installed & 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 tested under steam on completion of repairs found satisfactory.  
Remarks: Main feed ram & iron pump injectors left closed. Condenser tubes cleaned & all other observations, opinion, and recommendation: water injection 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, B.S. 9.11, B.&H.S. 9.11, \* L.M.C. 9.11, or \* L.M.C. 140 lb., F.D., &c.)

State clearly the machinery of this vessel, so far as now seen, is in safe working condition, suitable in my opinion to remain as classed, with the high work of + LMC 6.39

General Observations, Opinion, and Recommendation: water injection 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, B.S. 9.11, B.&H.S. 9.11, \* L.M.C. 9.11, or \* L.M.C. 140 lb., F.D., &c.)

State clearly the machinery of this vessel, so far as now seen, is in safe working condition, suitable in my opinion to remain as classed, with the high work of + LMC 6.39

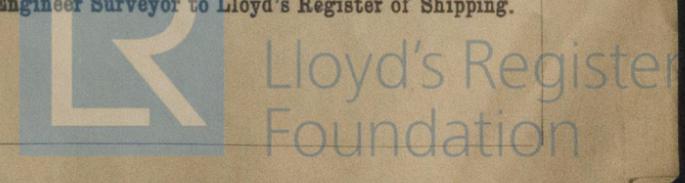
Fee (per Section 29) L.M.C. £ 6: 0: 0 Fees applied for 15 JUN 1939

Damage or Repair Fee (if any) £ : Received by me, 7/9/1939

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

Committee's Minute LIVERPOOL 20 JUN 1939

Signed + LMC 6.39



W309-0087

Wed.

14  
7/12/12

Handwritten signature

Main body of handwritten text, likely a letter or report, written in cursive.

Second section of handwritten text, continuing the narrative or report.

Third section of handwritten text, possibly a conclusion or final remarks.

Printed text at the bottom of the page, including the words "REGISTERED" and "TRADE MARK".



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