

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

(Received at London Office 26 SEP 1939)

Date of writing Report 10. When handed in at Local Office 23 SEP 1939 10. Port of HULL

No. in Reg. Book. 08209 Survey held at Hull Date, First Survey 1. 8. 39 Last Survey 14. 9. 1939

on the Machinery of the ~~Wood, Iron or Steel~~ K. GIRARD (No. of Vols. 7)

Tonnage { Gross 325 Vessel built at Goole By whom Goole S.B. & Repy. Co. Ltd When 1918
Net 130 Engines made at Halifax By whom Campbell Gas Eng. Co. Ltd When 1918
(Donkey)

Nominal Horse Power 87 H.P. Boilers, when made (Main) 1918. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers One Owners F. T. Ross Ltd Port Hull Voyage
No. of Donkey Boilers nil Managers
Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock LNER SLIPWAY
in Donkey Boilers ✓ (State name of Dock.) ST. ANDREWS DK.

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

CHARACTER.	Years assigned or re-assigned.	Machinery and Boiler Survey (including date of N.E., if any).
100 A.1. STM		* LMC. 4.35
TRAWLER . 6.36		B.S. 6.37
S.S. Hul. N°3 - 6.31		J.S. CL. 9.35
S.S. Hul. N°1. - 35		

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC & T.S.

Periodical Surveys, when held, must be reported in detail and verbatim 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? yes

" " Donkey " " "

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 2nd August 1939

Present condition of funnel efficient

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

To what pressure were they afterwards adjusted under steam? 200 lb/sq

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 screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no 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 21-8-39 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? yes

So, did the Surveyor examine the generators, ~~motors~~, switchgear, cables and fuses? yes

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

To complete the survey the insulation resistance of the electrical installation remains to be tested. Owners Supt states that this will done at first convenient opportunity. Now done.

Vessel placed on slipway. Tailshaft drawn, examined found slightly wasted, placed in lathe liner turned back at taper end of shaft, considered efficient and replaced. Owners new 6.11 propeller fitted.

Sea connections opened out and examined together with outside fastenings - sternbush, all found or placed in good order.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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.&M.S. 9.11, & L.M.C. 9.11, or

as far as now seen, is in inefficient condition, and eligible in my opinion to remain as classed, and to have record of * LMC 9.39 & B.S. cl. 8.39, subject to the insulation resistance of the electrical installation being tested, and found or placed in good condition

Survey Fee (per Section 29) £ 6 : 0 : 0

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ :

Received by me, 19

Committee's Minute

TUE. 3 OCT 1939

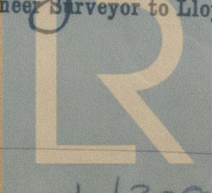
Signed

+ Lmb. 9. 39

CERTIFICATE WRITTEN

John Douglas

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W309-0130

K " GIRARD

Main and auxiliary machinery opened out, and an examination made of main engine cylinders, pistons, valves, chests, rods, crank, main and bottom end bearings, thrust block and shoes, shaft bearings, main condenser, main and auxiliary pumps and pumping arrangements, dynamo and electrical installation, steering gear and windlass. The above found or placed in good order.

Main steam pipe examined, found defective and renewed.

Main and auxiliary machinery examined under working conditions, and found in good order.

Dynamo governor tested and found satisfactory.

Main boiler examined in its entirety, together with safety valves and mountings, all found or placed in good order.

Boiler examined under steam and the safety valves adjusted to the above stated pressure.

Repairs Effected.

H.P. cylinder rebored, new junk ring & piston rings
 h.p. Valve spindle skimmed, [fitted].
 new neck & gland bushes fitted.
 h.p. bottom end re-metalled.

Dynamo engine crankshaft skimmed, new top & bottom end bearings fitted. Dynamo armature & field coils stored & re-enamelled.

Windlass cylinders renewed complete, piston rods skimmed.

Various minor repairs effected.

Note.

Two tube stoppers fitted in each b.b. as additional stiffening. Stoppers drawn, examined, found efficient & replaced. Tubes in which stoppers fitted are intact.

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