

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

(Received at London Office JUL 10 1940)

Date of writing Report 14/6/40 19 When handed in at Local Office 19 Port of Gibraltar

No. in Reg. Book. Survey held at Gibraltar Date, First Survey 10/6/40 Last Survey 12/6/40 19

20481 on the Machinery of the Wood, Iron or Steel S.S. "BALMORE"

Tonnage Gross 1925 Net 1166 Vessel built at Grangemouth By whom Grangemouth Dockyard Co. Ltd. When 1920 11

Nominal Horse Power 230 Engines made at Dundee By whom Cooper & Greig, Ltd. When "

No. of Main Boilers 2 Boilers, when made (Main) --- (Donkey) --- Owners' Address --- (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers John Bruce & Co Port Glasgow Voyage U.K.

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100

Last Report No. 62314 Port Gls

Particulars of Examination and Repairs (if any)

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

" " 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

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

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? , 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? , and of the Donkey Boilers?

Has 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?

Has shaft now been changed? 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. 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.

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?

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

This vessel was surveyed for repairs to leakage which developed in the Port Main Boiler during a voyage from North African Ports via Gibraltar to the U.K. with a cargo of esparto grass.

Defect.

Port main boiler, Starbd: C.C., Starbd: back plate flange leaking at local wastage on the water side at about the 3rd row of stays.

A similar defect repaired at Gibraltar by welding in 1938 was examined and found in order.

Repairs effected.

Reinforced wastage with electric welding.

W.P. test applied and found in good order

Certificate issued accordingly.

General Observations, Opinion, and Recommendation:—

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

Recommended that she be allowed to proceed on her intended voyage.

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

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £ 1 : 1 : 0

Fees applied for 12/6/ 19 40

Received by me, 15/6/ 19 40

Committee's Minute

Assigned As now

FRI. 16 JUL 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W338-0036