

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

(Received at London Office)

MAR 23 1941

Date of writing Report 20.1.1941 When handed in at Local Office 20.1.1941 Port of Bombay
No. in Survey held at Bombay Date, First Survey 9.1.1941 Last Survey 11.1.1941
Book 406 on the Machinery of the Wood, Iron or Steel s/s *Blair Macnab* (No. of Visits 2)
Gross 6076 Vessel built at *Irvine* By whom *Ayrshire Dockyard Co. Ltd.* When 1920.12
Net 3705 Engines made at *Glasgow* By whom *Dunsmuir & Jackson Ltd.* When 1920
Horse Power 692 Boilers, when made (Main) 1920 (Donkey)
of Main Boilers 3 Owners *The Blair Line Steamers Ltd.* Owners' Address
of Donkey Boilers 1 Managers *Cayzer Irvine & Co. Ltd.* (if not already recorded in Appendix to Register Book.)
Main Boilers 2000 # Surveyed Afloat or in Dry Dock *Hughes Drydock* Port *Glasgow* Voyage
Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. Port

Particulars of Examination and Repairs (if any) *Stg. r.T.S.*

Medical Surveys, when held, must be reported in detail and serially 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 ideas 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.

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

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

" " Donkey " " "

s was not done, state for what reasons?

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

Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

crew 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?

shaft now been changed? *no* If so, state reasons

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 11/1/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *Blair fit*

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

Is electric light and/or power fitted?

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

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

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

NOW DONE: Vessel in dry dock: the propeller and sea fastenings examined. The screw shaft drawn in, examined, and found in good order: the stern bush rewooded.

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

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

Eligible, in my opinion, to remain as classed without fresh record, subject to the Donkey boiler not being used.

NOTE: Screw shaft (C.L.) seen 4.41.

Fee (per Section 29) £ 120/-

Fees applied for

Damage or Repair Fee (if any) £

20.1.1941

ing expenses (if chargeable) £ 10/-

Received by me,

Committee's Minute

TUE 8 APR 1941

Signed

As now Subject

W377-0204

John Rundle
Engineer Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

Screw shaft-examined.

It is submitted that
this vessel is eligible to
remain as **CLASSED, S. 141.**

Subject to the
DONKEY BOILER
not being used again.

L.P.
4/4/41.



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