

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

(Received at London Office.)

JAN 16 1941

Date of writing Report 19 11 : 1 : 1941 When handed in at Local Office 11 : 1 : 1941 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 30 : 12 : 40 Last Survey 8 : Jan : 1941  
 Reg. Book. 57348 on the Machinery of the Wood, Iron or Steel Tug. S.S. "Englishman" (No. of Visits 5)

Tonnage { Gross 487 Vessel built at Selby By whom Cochrane & Sons Ltd When 1937-10  
 Net 89 Engines made at Hull By whom C. D. Holmes & Co. Ltd When 1937

Nominal Horse Power 190 Boilers, when made (Main) 1937 (Donkey) ✓

No. of Main Boilers 1.5.B Owners United Towing Co. Ltd Owners' Address Hull Voyage ✓

No. of Donkey Boilers 2.5.B Managers ✓ (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 215 lb If Surveyed Afloat or in Dry Dock Yes Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ (State name of Dock.) Govan No. 1. S. D.

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and serially 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? No.

" " Donkey " " " ✓

If this was not done, state for what reasons? B.S. not due.

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 ✓ Present condition of funnel(s) good.

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? Yes Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 6-1-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft a fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

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 Complete

## Now done

Vessel placed in dry dock. propeller, after end of stern tube, and outside fastenings of under water seal connections examined and found good.

Screw Shaft drawn in, examined, and found good.

Screw Shaft placed in lathe & skimmed up.

Cast iron stern bush and 4 bladed Solid Cast iron propeller renewed. Present dia of Screw Shaft 11.4375"

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. 11, B.&M.S. 0,11, & L.M.C. 0,11, or R.L.M.C. 140 lb., F.D., &c.)

so far as now seen is in a safe working condition and eligible in my opinion to remain as classed and to have fresh record of T.S. 11-41. O.G.

Survey Fee (per Section 20) £ : ✓ Fees applied for 19

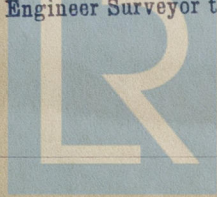
Special Damage or Repair Fee (if any) £ : ✓ Received by me, 19

Travelling expenses (if chargeable) £ : ✓

Committee's Minute GLASGOW 14 JAN 1941Assigned as now

1.44

G. E. Murdoch  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation  
 W396-0003



P. 2621

And the certificate to the ...

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