

WRECK SECTION

No. 50765

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

(Received at London Office)

HULL

JUL 13 1940

Date of writing Report 19... When handed in at Local Office 11 JUL 1940 19... Port of Hull

No. in Reg. Book. Survey held at Hull. Date, First Survey 3/7/40 Last Survey 10/7/1940

08424 on the Machinery of the ~~Wood, Trenchard~~ Steel K "GUARDSMAN"

58440 Tonnage Gross 102 Net 6 Vessel built at Ayr By whom Ailsa S.B. Co., Ltd. When 1905-9

Engines made at Glasgow By whom J. Ritchie When 1905-9

Horse Power 60 Boilers, when made (Main) 2 NB 6, 20 (Donkey) Owners United Towing Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Main Boilers 1 Managers Managers Managers Port Hull Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 130 lb. Surveyed Afloat in Dry Dock St. Andrews Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1 Last Report No. 108007 Port Lon

Particulars of Examination and Repairs (if any) B.C.

(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? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

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 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? 130 lb. / sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. 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? Yes. , 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? 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. Is electric light and/or power fitted?

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

Boiler examined internally and externally 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.

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, or sequent 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 L.M.C. 140 lb., F.D., &c.)

as far as now seen, is in an efficient condition, & eligible, in my opinion to remain as classed, with fresh record of B.S. 7,40.

Survey Fee (per Section 29) £ 2 : 0 : 0 Fees applied for 11 JUL 1940

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

Travelling expenses (if chargeable) £ : : FRI. 19 JUL 1940

Committee's Minute Assigned B.S. 7,40

Assigned

W403-0118

Lloyd's Register Foundation

BS No. 6.40 held.

It is submitted that
this vessel is eligible for
THE RECORD. BS 7.40.

F.Y.
17/7/61

Boiler examined under steam, and the safety valves
with safety valves and mountings, all found to be in good
order.

Boiler examined internally and externally together

Boiler

13014