

WRECK SECTION

No. 50765

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

Date of writing Report 19... When handed in at Local Office 11 JUL 1940 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, Trench~~ Steel K "GUARDSMAN"

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

Horse Power 60 Engines made at Glasgow By whom J. Ritchie When 1905-9

No. of Main Boilers 1 Boilers, when made (Main) 1 NB 6, 20 (Donkey)

No. of Donkey Boilers 1 Owners United Towing Co., Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 130 lb. Managers Port Hull Voyage

in Donkey Boilers 1 Surveyed Afloat in Dry Dock St. Andrews St. (State name of Dock.)

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

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys. Years assigned for survey.

Machinery and Boiler Surveys (including date of N.B., if any).

* R1 11, 39 11, 39 11, 39 11, 39

* LMC 7, 37 * NB 6, 20 BS 6, 39 TS (OG) 6, 39

as N.B. 3-4-3-7, 37

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 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 subsequent 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 an efficient condition, & eligible, in my opinion to remain as classified, with fresh record of BS 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, 19 JUL 1940

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

Committee's Minute

Assigned

W403-0118

Lloyd's Register Foundation

BS 6.40 held.

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

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17/7/61



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