

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office \_\_\_\_\_)

15 SEP 1945

Date of writing Report \_\_\_\_\_ When handed in at Local Office 7 9 1945 Port of GLASGOW  
 No. in Survey held at IRVINE Date. First Survey 14.8.45 Last Survey 27.8.1945  
 Reg. Book. 3115 on the Machinery of the Wood, Iron or Steel SS PATTERSONIAN (No. of Visits 5)

Tonnage: Gross 315 Vessel built at SOUTH SHIELDS By whom J.P. RENNOLDSON & SONS When 1915 3  
 Net 119 Engines made at SOUTH SHIELDS By whom J.P. RENNOLDSON & SONS When 1915  
 Horse Power 75 Boilers, when made (Main) 1915 (Donkey) \_\_\_\_\_  
 No. of Main Boilers 1 Owners J&A GARDNER & CO. LTD Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers \_\_\_\_\_ Managers \_\_\_\_\_  
 Steam Pressure \_\_\_\_\_ Port GLASGOW Voyage \_\_\_\_\_  
 in Main Boilers 130 If Surveyed Afloat or in Dry Dock IRVINE  
 in Donkey Boilers \_\_\_\_\_ (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) DOCKING & COMP L.M.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? no

Donkey " " " " \_\_\_\_\_

If not, state for what reasons Survey not done 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? \_\_\_\_\_

State latest date of internal examination of each boiler \_\_\_\_\_ Present condition of funnel(s) \_\_\_\_\_

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? \_\_\_\_\_ 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 the screw shaft now been drawn and examined? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

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 oil retaining appliance fitted at the after end? \_\_\_\_\_ State date of examination of Screw Shaft 20.8.45 State the wear down in the stern bush fit 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

Level placed in dry dock, propeller stem bush, sea connections and their fastenings examined. Screw shaft drawn and examined. White metal in stem bush found considerably worn and the screw shaft corroded. The stem bush was re-metalled and the screw shaft machined. The screw shaft is still marked but is now fit for further service and the Owners have ordered a new shaft which is to be fitted in six months time. A new oil gland will also be fitted. For L.M.C. the thrust shaft was examined and found in order

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

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, BS 9, B&MS 11, LMC 9, 11 or LMC 140 lb., FD, &c.)

condition and eligible in my opinion to remain as classed in record of + L.M.C. 2.45 (see Glasgow Report 69345 and subject to new screw shaft being fitted by Feb. 1946 (6 months

£ 2 : - : - Fees applied for  
 £ : : : 11 SEP 1945  
 £ : 15 : - Received by me,  
 19 \_\_\_\_\_

GLASGOW 11 SEP 1945

2.45 subject

James Crawford  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W414-0218

If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to \_\_\_\_\_

noted. Subject.

Bell

24/9/45

*[Faint, mostly illegible handwritten notes in cursive script, covering the left and center portions of the page.]*

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