

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

(Received at London Office)

FEB - 1 1940

Date of writing Report 27. 1. 1940 When handed in at Local Office 40 Port of Glasgow

No. in Reg. Book 08548 Survey held at Glasgow Date, First Survey 9-1-40 Last Survey 9-1-1940  
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel SC HAMILTON

Tonnage } Gross 180 Vessel built at Bowling By whom Scott & Sons When 1905-12  
Net 68 Engines made at Glasgow By whom Gauldie Gillespie & Co When 1905  
REG. Nominal Horse Power 32 Boilers, when made (Main) 1905 (Donkey) -  
No. of Main Boilers 150 Owners Shira SS Co Owners' Address Port Glasgow Voyage -  
No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 120 If Surveyed Afloat or in Dry Dock Afloat  
in Donkey Boilers - (State nature of Dock.)

Last Report No. 61045 Port GlsParticulars of Examination and Repairs (if any) B.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? 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 9-1-40

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? Not adjusted

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?

, 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? No 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?

Has shaft now been changed? Yes 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

To complete the survey

the safety valves remain to be adjusted under steam. This will be done at first convenient opportunity.

Now done. Boiler examined internally and externally together with mountings and safety valves and found in order.

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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. 9, 11, R.&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 efficient condition and eligible in my opinion to remain as classed and to have a fresh record BS 1-40 on completion of the survey.

Survey Fee (per Section 29) £ 2 : - - 30 JAN 1939  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ : :  
Received by me, 19

Committee's Minute GLASGOW 30 JAN 1939

Assigned Deferred for  
Comr R.S.

F.R. Dale © 2019  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation



Note part B. due 8<sup>th</sup>  
to complete arrangements  
Stated for completion

Thu  
3. 2. 40

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