

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

(Received at London Office)

Writing Report 17th. Dec. 1947 When handed in at Local Office 17th. Dec. 1947 Port of BARRY
Survey held at BARRY Date First Survey 17th. Nov. Last Survey 10th. Dec. 1947 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or Steel~~ Screw "JAMES CLUNIES" ex "Cuillen Sound". Year. Month. 1945
Gross 7849.84 Vessel built at W. Hartlepool By whom Wm. Gray. When 1945
Net 5790.16 Engines made at - By whom Glenfield & Kennedy When 1945
Boilers, when made (Main) C.M.E.W. 6.11.44 (Donkey)
Main Boilers 3 Owners Olsen & Johnstone. Owners' Address -
Donkey Boilers 220 Managers - (If not already recorded in Appendix to Register Book.)
Main Boilers - If Surveyed Afloat or in Dry Dock Barry Graving Dock & Afloat Port London Voyage -
Donkey Boilers - (State name of Dock.)

Report No. - Port -
Particulars of Examination and Repairs (if any) DOCKING, T.S. & B.S.
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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. Lan. Letter 20.11.47

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. no damage
Damage report made by anyone else? If so, by whom? no
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

What parts of the Boilers could not be thus thoroughly examined? -
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? -
Latest date of internal examination of each boiler P.27.11.47. C.17.11.47. S.27.11.47

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? good 220 lbs/sq
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? 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 the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? wood lined
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 25.11.47 State the wear down in the stern bush 1/16" Is electric light and power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes
The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Engine parts, when referred to by numbers, should be counted from forward.
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.
Vessel placed in dry dock; propeller, after stern bush and sea connection outside fastenings examined and found in order.

Will shaft drawn in for examination and found in order. Markings on coupling -
LLOYDS No. 3734. C.P.10.10.44. A.O.
The following inlet and discharge valves opened and examined.
Port Side. -
Blow down, tanks suction, G.S. pump suction, main and bilge injection valves, main and ballast pumps, bilge and auxiliary condenser discharges.
Starboard Side.
Evaporator blow down cock.
All found in order and minor repairs effected.
It was noted that L.P. crank is marked. - P.T.O.
No. 506. A.175. LLOYDS. 8.12.42.

General Observations, Opinion, and Recommendation: The Machinery of this vessel as seen is in an efficient condition for vessel to proceed under main steam to a Clyde Port, and in my opinion is eligible to record of T.S. (CL) 12.47, B.S. 12.47 and M.S. with date when classification survey is complete
(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, BS 9.11, B&MS 9.11 or LMC 140 lb., FD, &c.) CS 2,34,

LICENCE CASE
Survey Fee (per Section 29) B.S. £ 13 : : : Fees applied for 17.12.1947
Special Damage or Repair Fee (if any) T.S. £ 3 : : : Received by me, 19
Tel. : 10 : : :
Printing expenses (if chargeable)
Committee's Minute
Assigned

Engineer Surveyor to Lloyd's Register of Shipping.
P.T.O.



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

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

W426-0110

The three main boilers examined internally and externally together with manholes, doors and all mountings, superheat headers, tubes and air tubes and now found in good order. Boilers are marked LLOYDS 4037, 380. W.P. 220. 6.11.44. A.O. and are oil fired. The oil firing installation examined under working conditions and found in order. Fire quenching apparatus consists of 10 cylinders at various stations in engine and boiler rooms.

The safety valves (main and superheat) adjusted to 220lbs/□ " steam pressure.

The electrical installation consists of two 150 K.W. generators (Campbell & Isherwood Nos. 29359 and 29451), has been generally examined, megger tested as required by rules, and installation placed in an efficient condition with sufficient circuits in operation to enable vessel to proceed to a Clyde Port for classification and conversion of Hull (Glasgow Surveyors advised.)

Minor repairs to main and auxiliary machinery as per Licence authorisation No.147

A steam test of main and auxiliary machinery made with satisfactory results.

R. Duncan

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