

No. 40576

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

(Received at London Office. WED. NOV. 17 1920)

Writing Report *15th Nov* 19 *20* When handed in at Local Office *15.11.20* Port of *Glasgow*

Survey held at *Glasgow* Date, First Survey *25th Oct* Last Survey *13th Nov* 19 *20*  
(No. of Visits *7*)

on the Machinery of the ~~Wood~~ *Iron or Steel* *St Waikouaiti* *to Invergard* Master

Gross *3816* Vessel built at *Rostock* By whom *Akt Ges Repture* When *1914*  
Net *2305* Engines made at *Rostock* By whom *Akt Ges Repture* When *1914*  
Boilers, when made (Main) *1914* (Donkey)

Owners *Union Steamship Co Ltd of Newcastle* Port *London* Voyage *Liverpool*

Surveyed Afloat  in Dry Dock *Govan by Mr & Stoberson* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)  
(State name of Dock.) *Quay also Quays DP*

Report No. \_\_\_\_\_ Port *Completion LMC*  
*T.B.S.*

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

## Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and they should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not accepted.

Was a damage report made by anyone else? If so, by whom? *Yes*

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? *Yes*

Were any parts of the Boilers not done, state for what reasons? *Yes*

Were any parts of the Boilers not thus thoroughly examined? *Yes*

Were any 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? *Yes*

Did you examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *200 lbs*

Did you examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *Yes*

Did you examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

Did you examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

Did you examine all the mountings of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

Has the screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* or two liners? *Yes* or is it without liners? *Yes*

Has the screw shaft been changed? *No* If so, state reasons \_\_\_\_\_

Has the screw shaft been fitted new? *Yes* Has it a continuous liner? *Yes* or two liners? *Yes* or is it without liners? *Yes*

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft? *Pat rewooded.*

What is not complete state what arrangements have been made for its completion and what remains to be done? *Survey complete*

As completion of L.M.C. — propeller, screw shaft, stern bush & sea cocks with their fastenings examined. New ash cooling cock has now been fitted. Other particulars of survey for L.M.C. please see Newcastle Report No 72954).

Pistons, slide valves & cylinders (opened out by new Owners) examined & found in order.

The boilers and their mountings examined & found in order.

The superheaters examined in position & found in order.

The boiler safety valves were adjusted under steam to the above pressure & superheater safety valves to 20 lbs pressure.

General Observations, Opinion, and Recommendation: —

It is 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, E.S. 9,11, B.&H.S. 9,11, or L.M.C. 9,11, 140 lb., &c.)

In my opinion of this vessel is now in a good and efficient condition and eligible in my opinion to be classed with record of *L.M.C. 5-19: Bd 11-20 & T.S. 11-20*

(per Section 28) £ *26.5.0* Fees applied for

Damage or Repair Fee (if any) (per Section 28.) £ \_\_\_\_\_

Expenses (if chargeable) £ \_\_\_\_\_

Received by me, *11.2.1921*

Glasgow 16 NOV 1920

Transmit to London *Will*

FRI 11 APR 1924

Engineer Surveyor to Lloyd's Register of Shipping.

*J. S. & R. W. Coomber*

TUES. 10 FEB 1925

FRI. JUN. 16 1922

FRI. NOV. 26 1920

FRI. NOV. 25 1923

TUES. 25 AUG 1925

FRI. 22 MAY 1925

TUES. 22 SEP 1925

TUES. 17 FEB 1925

TUES. 9 SEP 1924

TUES. 6 JAN 1925

TUE. FEB. 6 1923

FRI. NOV. 3 1922

TUE. SEP. 27 1921

TUES. 13 OCT 1923

TUE. MAR. 6 1923

MEMORANDUM DATED *14/2/21*

WRITTEN *14/2/21*

FILED *14/2/21*

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

whs-5118

Signature required. If so, to be sent to

S. S. No. 1 due 10.18 now completed  
on the machinery, the boiler survey  
now held.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 5.19.

S 11.20. BS 11.20.

Note particulars of Machinery in Reg. Bk  
from 1<sup>st</sup> entry.

J.W.D.  
23/11/20



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