

No. 40576

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

(Received at London Office)

WED. NOV. 17 1920

Writing Report 15th Nov 1920 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 1920
on the Machinery of the ~~Wood~~ Iron or Steel *Waikouaiti* *Se Imgard* 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*
Key Boilers *100%* of Surveyed Afloat *in Dry Dock* *Govan by Mr & Stobsons* Particulars of Classification (which must be inserted
Boilers *100%* (State name of Dock.) *Quay also Quays of* precisely as in Register Book & Supplements.
By Boilers *✓*

Report No. Port Completion LMC
Details of Examination and Repairs (if any) *R.B.S.*

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 any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 not.

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

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

Donkey " " " " *✓*

Not done, state for what reasons? *✓*

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? *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? *✓* To what pressure were they afterwards adjusted under steam? *✓*

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

Did you examine the drain plugs of the Main Boilers? *None* , and of the Donkey Boiler? *✓*

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

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

Has the shaft now been changed? *No* If so, state reasons *✓*

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

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

Is the work now complete state what arrangements have been made for its completion and what remains to be done? *Survey complete*

Done 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 5 lbs pressure.

al Observations, Opinion, and Recommendation:—

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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., &c.)

Machinery 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: B.S. 11-20 & T.S.

11-20

per Section 28.)

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

Expenses (if chargeable)

Received by me, 11-2-19

Glasgow 16 NOV 1920

Transmit to London

FRI 11 APR 1924

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 1920

FRI. JAN. 11 1924

TUES. 10 FEB 1925

FRI. JUN. 16 1922

FRI. NOV. 26 1920

TUES. 25 AUG 1925

Engineer Surveyor to Lloyd's Register of Shipping.

W. L. L. & R. W. Coomber.

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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.

5.11.20. BS 11.20.

Note particulars of Machinery in Reg. Bk
from 1st entry.

W.D.
23/11/20



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