

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

(Received at London Office JUN 14 1939)

Date of writing Report _____ When handed in at Local Office 12:6:39 Port of Glasgow

No. in Reg. Book. 71125 Survey held at Grangemouth Date, First Survey 1-6-39 Last Survey 6-6-1939 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel BOWLING

Tonnage Gross 793 Net 344 Vessel built at Paisley By whom J Fullerton & Co When 1910 10m

Nominal Horse Power 150 Engines made at Glasgow By whom Ross & Duncan When 1910

No. of Main Boilers 2SB Boilers, when made (Main) 1910 (Donkey) ✓

No. of Donkey Boilers ✓ Owners G. Gibson & Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 170 Managers Port Glasgow Voyage -

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Cannon dry-dock (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) B.S. & Dky.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 P.S. 1-6-39

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

To what pressure were they afterwards adjusted under steam? 170 lb/in²

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ 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 8

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

Complete

Now done - Vessel placed in dry dock, propeller, and stern tube and underwater fastenings examined and found in order.

Main boilers examined internally and externally together with mountings and safety valves and found in good order. Minor repairs effected. Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:—

(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, B.S.M.S. 9,11, * L.M.C. 9,11, or CS 9,11, &c.)

for as now seen is in efficient condition and eligible in my opinion to remain as classed with a first record BS 6-39.

Survey Fee (per Section 29) £ 3 : - : -

Special Damage or Repair Fee (if any) (per Section 29) £ : : -

Travelling expenses (if chargeable) £ : 9 : 4

Committee's Minute GLASGOW 13 JUN 1939

Assigned B.S. 6-39

12 JUN 1939

Received by me

J.R. Dale

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W455-0014

CERTIFICATE WRITTEN

Notes
14.6.29

14.6.29

Report of Survey for Rebuilding of Engines and Boilers

14.6.29



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