

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

No. 12655

Date of writing Report 13th Nov. 1939 When handed in at Local Office 14th Nov. 1939 Port of Leith
 No. in Reg. Book. 25061 Survey held at Leith Date, First Survey 8th Nov. 1939 Last Survey 1939
 on the Machinery of the Wood, Iron or Steel Single S. 1/2 "GIMLE" (No. of Visits 1)

(Received at London Office, 20 NOV 1939)

Tonnage { Gross 1221
 Net 738 Vessel built at Rubrecht By whom John & Steinhilber 2do Year. Month. 1916-12
 Engines made at Palmer By whom Machinofabrik When 1916
 Nominal Horse Power 177 Boilers, when made (Main) 1916 (Donkey) -
 No. of Main Boilers 2 Owners Ship P/s Finland Owners' Address -
 No. of Donkey Boilers 1 Managers S. Tostensen (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb/sq. in If Surveyed Afloat or in Dry Dock Afloat. Port Leith Voyage -
 in Donkey Boilers - (State name of Dock.)

Last Report No. 19957 Port Leith
 Particulars of Examination and Repairs (if any) Comp. BS

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>	<u>10.39</u>	<u>LMC 9.38</u>
<u>55 Oct. 1938-1.30</u>		<u>CL 9.38</u>
<u>55 Oct. 1938-1.30</u>		
<u>55 Oct. 1938-1.30</u>		
<u>55 Oct. 1938-1.30</u>		

GASCO-BATTERS NOT FITTED

(Periodical surveys, when held, must be reported in detail and seriatim 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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

If this was not done, state for what reasons? Boilers were in Norway in Oct. last.

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 - Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? 182 lb/sq. in

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? No , and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? No , and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? No , 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? No 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? No

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.

New done.

The safety valves of both main boilers adjusted under steam as above.

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General Observations, Opinion, and Recommendation:— The machinery of this vessel, as above seen, is eligible in my opinion to remain as classed with fresh survey of BS 10.39 subject to some of TS being examined before end of March 1940.

Survey Fee (per Section 39) £ 20:00 Fees applied for 14th Nov. 1939
 Special Damage or Repair Fee (if any) £ :
 Travelling expenses (if chargeable) £ :
 Received by me, 19

Committee's Minute FRI. 24 NOV 1939
 Assigned W. B. now subject to BS 1039
W. B. now subject to BS 1039

Shu. Flusson
 Engineer Surveyor to Lloyd's Register of Shipping.



W459700 81



Insert Character of ship and machinery precisely as in the Register Book

Not required

No. due 9.29 Completed

It is submitted that
this vessel is eligible for
THE RECORD.

No. 10.39

Subject to Cons of Sewo Draft
being sent before end of

3.40

Yours

23.11.39



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