

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

(Received at London Office

19 AUG 1936)

of writing Report

When handed in at Local Office

18

19

36 Port of

Glasgow.

Survey held at

Bowling.

Date, First Survey

and

Last Survey

11. 8. 1936

on the Machinery of the

"CAIRNGORM"

(No. of Visits One)

Gross 401

Net 156.

Main Boilers 153

Donkey Boilers 130

Pressure in Boilers 130

Donkey Boilers 130

Vessel built at

Glasgow

By whom

J. Shearer, Lms.

When 1904-4m

Engines made at

Glasgow

By whom

Muir, Houston & Co. Ltd.

When 1904.

Boilers, when made (Main)

1904

(Donkey)

Owners

Mr. Robertson

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Glasgow

Voyage

Managers

If Surveyed Afloat or in Dry Dock

Ship. Bowling.

(State name of Dock.)

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 assigned not over expired.	Machinery and Boiler Surveys (including date of N.B., if any).
H100A1	6.34	H100A1 6.34
SS Reg. 2:11:3	12.23	BS. 5.36.
SS Reg. 17:2	32.	T.S. (C), 12.32.

Report No.

Port

Particulars of Examination and Repairs (if any) *OK. T.S.*

Special Surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly 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 being 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has examined his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No.*

" Donkey "

is not done, state for what reasons?

Not done.

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?

Next date of internal examination of each boiler

Present condition of funnel(s) *See below.*

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

Shaft now been changed?

No.

If so, state reasons

Shaft now fitted been previously used?

No.

Has it a continuous liner?

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

Method of examination of Screw Shaft

No.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

5 1/2" full.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

None. Vessel placed on slipway. Propeller, aft end of stern bush & underwater fastenings examined.

The "wear down" of the screw shaft was found to be 5 1/2" full, and the liner found to be worn bearing on the brass retaining ring at the after end. It was stated there had been trouble caused by breaking screw shaft coupling bolts - a broken bolt being produced. The funnel also was found to be very thin in places.

The vessel is now laid up in Bowling Harbour for an indefinite period.

It is submitted that the stern bush be rewooded & the screw shaft re-aligned before the vessel resumes trading.

Nothing was done towards M.S. at this time.

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.&M.S. 9.11, & L.M.C. 9.11, or

L.M.C. 140 lb., F.D., &c.)

Kessel's machinery, as now seen, is eligible in my opinion to remain as classified at present records of survey, subject to rewooding of stern bush & funnel repairs being carried out before the vessel resumes trading.

18/8/36.

per Section 29)

Damage or Repair Fee (if any)

expenses (if chargeable)

Fees applied for

19

Received by me,

19

Committee's Minute GLASGOW 18 AUG 1936

ed *Deferred.*

TH 23. 31 DEC 1936

FRI 11 JUN 1937

J. Robertson

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

W465-0074