

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

(Received at London Office 25 MAR 1937)

Date of writing Report 24-3-1937 When handed in at Local Office 24-3-1937 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey 14-3-37 Last Survey 18th March 1934
eg. Book. 1239 on the Machinery of the Wood, Iron or Steel De. v. "LOCH MORAR" (No. of Visits 2)

Tonnage } Gross 244 Vessel built at Ayr By whom Henry S. B. Co. Ltd. When 1918
 } Net 113 Engines made at Boilerpool By whom Bannett, Glasgow When 1918
Nominal } 61 Boilers, when made (Main) 1918 (Donkey) -
Horse Power }
No. of Main Boilers 1 Owners White Star Line, Fishg. Co. of Aberdeen Owners' Address
No. of Donkey Boilers 1 Managers Malcolm Smith Port Aberdeen Voyage Fishing
Steam Pressure in Main Boilers 130 lbs If Surveyed Afloat or in Dry Dock N:2 Pontoon
in Donkey Boilers - (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) M.S.

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? ✓

If this was not done, state for what reasons? Not prepared for survey

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) good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

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 vite or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

Now done: Examined cylinders, pistons, valves, crank, thrust & line shafting, condenser, pumps & their connections, main steam pipe, windlass, Electric light installation, & found or put in order. Wear & tear repairs: Bilge rams skimmed up, bilge suction & discharge valves renewed.

See connections reams (10/4/37)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is
(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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
now, so far as seen, in good order & condition, & eligible in my opinion, to remain as classed, and to have record of M.S. 3.34.

Survey Fee (per Section 20) £ 3:0:0 Fees applied for 24.3.1937
Special Damage or Repair Fee (if any) £ _____
Travelling expenses (if chargeable) £ _____
Received by me 20.4.37 26/5

Committee's Minute M.S. 3.37 FRI 9 APR 1937 FRI 23 APR 1937 FRI 28 MAY 1937

Assigned _____ Engineer Surveyor to Lloyd's Register of Shipping.



Is a Certificate required? If so, to be sent to _____

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Faint, mostly illegible text from the reverse side of the page, including names like 'W. H. ...' and '1818'.

No. 1 held.

It is submitted that this vessel is eligible for THE RECORD. attached 3.37.

It is concluded that the sea connections were examined but this should be confirmed

*Yes 10/4/37
W. H. [Signature]
6/4/37*

