

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

(Received at London Office

11 FEB 1929)

Date of writing Report 8 Febr. 1929 When handed in at Local Office

Port of Rotterdam

No. in
Reg. Book.

Survey held at Rotterdam

Date, First Survey 15 Nov. 18 Last Survey 8 Febr. 1929

(No. of Visits 5)

Y3838 on the Machinery of the Wood Iron or Steel Sc 1/2" INCH DAIRNIE

Gross 6596
Net 4024

Vessel built at Kinghorn

By whom Kinghorn S.P. Co. When 1921-5

Engines made at

By whom J. Howden & Co. Ltd When 1921

Nominal Horse Power 678

Boilers, when made (Main)

1921

(Donkey)

No. of Main Boilers 3

Owners J. Fletcher

Owners' Address Glasgow

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

Port Glasgow Voyage Antwerp

No. of Donkey Boilers

Managers

Steam Pressure

If Surveyed Afloat or in Dry Dock

Waalhaven

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

in Main Boilers

WATER TUBE

in Donkey Boilers

Last Report No.

Port

Particulars of Examination and Repairs (if any) + L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially 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. E.H. 10.28

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

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? All parts 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?

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

To what pressure were they afterwards adjusted under steam? 200 lb.

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 Boiler?

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? Yes

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

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

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/6

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

valve chest of the main feed pumps being renewed. It is reported that the

valve chest will be renewed at Antwerp.

Vessel placed in dry dock. Propeller. Stern bush and fastenings examined

and found good. Sea cocks valves and fastenings examined and found

in order. Thrust and tunnel shafting examined and found in order.

Rotors and Stators examined and found or made in order.

Examined the gearing and found in order. Air-pull-bulge-circulating

and lubricating pumps examined and found or made in order.

Suction valve chest of the feed pumps now found fractured being repaired

but same will be renewed at Antwerp. Tested and examined the Condensor

and found in order. Examined the cocks valves, pipes etc. of the

pumping arrangement and found or made in order. P.T.O.

General Observations, Opinion, and Recommendation: The Machinery being in

(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. 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

a good condition. I am of opinion that this vessel is

eligible to remain as classed with fresh record of

+ L.M.C. 2-29 when suction valve chest of the feed pumps

being renewed.

Survey Fee (per Section 29) £160.00

Fees applied for

9/2 1929

Special Damage or Repair Fee (if any)

(per Section 28.)

Travelling Expenses (if chargeable)

£10.00

Received by me

13/2/29

Committee's Minute

TUE 12 FEB 1929

Assigned

as now

TUE 8 JUL 1930

Y. Wray

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 15 MAR 1929

WED. 3 APR 1929

TUE. 3 DEC 1929

FRI. 4 APR 1930

FRI. 4 JUL 1930

Lloyd's Register

Foundation

M. 102 due 5.29 partly told
completion at Ant.

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.

Full 2.29 when
the fraction valve
chest of the main
feed pumps has
been renewed.

Adv. Ant.

1874.

Examined the mainboilers internally and externally
their mountings and Safety valves found or
made same in order.

Examined the machinery in working condition
and found satisfactory.

W. Gray

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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