

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

(Received at London Office)

10 MAR 1928

Writing Report 8 March 1928 When handed in at Local Office 19 Port of Rottterdam

Survey held at Rottterdam Date, First Survey 31 Oct Last Survey 29 Feb 1928

on the Machinery of the Wood, Iron & Steel 5 1/2 " INCHDAIRNIE (No. of Visits 0)

Gross 6596 Net 4094 Vessel built at Kinghorn By whom Kinghorn S.B.C When 1921

Engines made at Glasgow By whom J. Clouston & Co When 1921

Boilers, when made, (Main) 1921 (Donkey)

Owners' J. Fletcher Owners' Address Glasgow (if not already passed in Appendix to Register Book).

Managers City Dock Port Glasgow Voyage

If Surveyed Afloat or in Dry Dock City Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Dam

At surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on 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 declined his services for this purpose, and why they were declined? Not required.

Has a special damage report been made by anyone else? If so, by whom? _____

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? ✓

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? ✓

Where a survey is not done, state for what reasons? _____

What parts of the Boilers could not be thus thoroughly examined? _____

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? _____

Has the Surveyor examined the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 200 lb.

Has the Surveyor examined the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? _____

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has the Surveyor examined the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has the Surveyor examined all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the screw shaft now been changed? No If so, state reasons _____

Has the screw 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? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Complete.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? 40"

The vessel is reported to have been aground near the Hook of Holland.

Further particulars could not be obtained.

Vessel placed in drydock. Screw shaft drawn examined and found in order. Stern bush and fastenings examined and found good. Propeller found damaged same being replaced by a new one. Sea valves and fastenings examined and found made in order. Examined the turbines, gearing and shafting same found or made in order.

Condenser and cooler tested and found in order.

Circulating pump examined and found or made in order.

Adjusted the Safety valves under steam at request of the owner.

Examined the machinery in working condition and found in order.

General Observations, Opinion, and Recommendation:— The machinery being now in a good condition. I am of opinion that this vessel is eligible to remain as classed and notation of T.S. seen 3-28

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, E.S. 9,11, B.S.M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Fee (per Section 25) £100.00 Fees applied for 7/6 1928

Damage or Repair Fee (if any) (per Section 25.) _____

Printing Expenses (if chargeable) £17.00 Received by me, 30-3-1928

Committee's Minute FRI. 23 MAR 1928

Signed As now

W. Wright
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

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

Damage through grounding
scrubbed examined. many parts
and small repairs effected.

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.

It is submitted that
the vessel is eligible to
remain in C.I. S.D.

S. 2.28.

[Signature]
13/3/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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