

No. 17277

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

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

INCHDAIRNIE

Gross 6596

Net 4044

Weight 670

Main Boilers 3

Donkey Boilers 1

Pressure 200 lb

Boilers 200 lb

Boilers 200 lb

Vessel built at Kinghorn

By whom Kinghorn S.B.C

When 1921

Engines made at Glasgow

By whom J. Cloudman & Co

When 1921

Boilers, when made Main

1921

(Donkey)

Owner J. Fletcher

Owners' Address Glasgow

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

Port Glasgow

Voyage

Managers

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) Damage

at Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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.

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

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?

Donkey

as not done, state for what reasons?

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?

Surveyor examine the Safety Valves of the Main Boiler?

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

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 Boiler?

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?

How 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 it now been changed? No If so, state reasons

Has 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?

Distances between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Complete.

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

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. 9, 11, or L.M.C. 9, 11,

140 lb., F.D., &c.)

now in a good condition. I am of opinion that

this vessel is eligible to remain as classed and

notation of T.S. seen 3-20

Fee (per Section 25).....

£100.00

Fees applied for

7/6 1928

Damage or Repair Fee (if any).....

£

Working Expenses (if chargeable).....

£17.00

Received by me,

30.3.1928

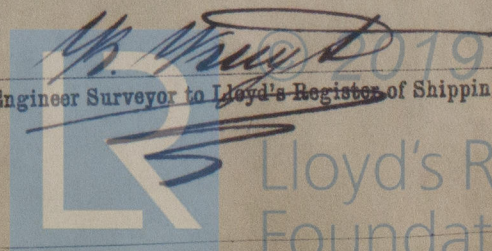
Committee's Minute

FRI. 23 MAR 1928

Signed

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

0397

Damage through grounding
scrutiny 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 CLASSED

S. 2.28.

[Signature]
13/3/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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