

No. 62237

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

(Received at London Office APR 17 1940)

Date of writing Report 13. 4. 40 When handed in at Local Office 13. 4. 40 Port of GLASGOW.

No. in Book 079 Survey held at TROON Date, First Survey 29.3.39 Last Survey 8.4.1940 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel GIRASOL

Year. Month. When 1926-10

Age { Gross 648 Vessel built at ABERDEEN By whom J. LEWIS & SONS. L^{td} When 1926

Net 318 Engines made at ABERDEEN By whom J. LEWIS & SONS L^{td} When 1926

nominal Horse Power 70 Boilers, when made (Main) 1926 (Donkey)

of Main Boilers 1 Owners W^m ROBERTSON Owners' Address (if not already recorded in Appendix to Register Book.) Port GLASGOW Voyage

of Donkey Boilers 1 Managers

Working Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock TROON (State name of Dock.)

of Donkey Boilers 1

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 elapsed since last SURVEY.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A-1.	10.39	+L.M.C. 2.38
Bug No 3	2.38	B.S. 2.39
		CL 1.38

Cargo battens not fitted

Particulars of Examination and Repairs (if any) *Drg + R.*

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.

Has a damage report been made by anyone else? If so, by whom? *yes*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes*

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *yes*

And what parts of the Boilers could not be thus thoroughly examined? *5.4.40*

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? *yes*

State latest date of internal examination of each boiler *5.4.40*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes*

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

Did the Surveyor examine the drain plugs of the Main Boilers? *yes*

Did the Surveyor examine all the mountings of the Main Boilers? *yes*

Has screw shaft now been drawn and examined? *no* Is it fitted with continuous liner? *yes*

Has shaft now been changed? *yes* If so, state reasons *Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 3/16*

Has the shaft now fitted been previously used? *yes* Has it a continuous liner? *yes*

State date of examination of Screw Shaft *5.4.40* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *Is electric light and/or power fitted?*

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *yes*

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *yes*

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

Vessel placed in dry dock. propeller, sea connection fastenings examined. The Boiler examined internally and externally together with the mountings and the safety valves adjusted under steam to the above pressure.

Repairs due to wear and tear - 13. C.C. stays renewed. Combustion chamber back plate of centre box built up round 3 C.C. stays. also built up at edge on back plate where corroded.

Centre furnace built upon both sides where corroded. Two check valves and main stop valve seats renewed.

General Observations, Opinion, and Recommendation: - The machinery of this vessel (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.C. 9,11, E.&H.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.) is in good condition and eligible in my opinion to remain as classed with fresh record of B.S. 4.40.

Survey Fee (per Section 29) £ 2 - - - Fees applied for 16 APR 1940

Special Damage or Repair Fee (if any) (per Section 29.) £ : : : Received by me, 19

Travelling expenses (if chargeable) £ 1 1/-

Committee's Minute GLASGOW 16 APR 1940

Assigned *RS 4.40*

RETAIN

James Crawford. Engineer Surveyor to Lloyd's Register of Shipping.



W483-0157

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

