

No. 62237

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

(Received at London Office)

APR 17 1940

Date of writing Report

When handed in at Local Office

13. 4. 1940 Port of GLASGOW.

Book.

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

When 1926

Gross 648
Net 318

Vessel built at ABERDEEN

By whom J. LEWIS & SONS. L^{td}

Engines made at ABERDEEN

By whom J. LEWIS & SONS L^{td}

(Donkey)

Boilers, when made (Main) 1926

Owners W. ROBERTSON

Owners' Address

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

Managers

If Surveyed Afloat or in Dry Dock TROON
(State name of Dock.)

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
		C.L. 1.38

ast Report No.

Port

Particulars of Examination and Repairs (if any) DRG + B.S.

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.

A 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

Donkey " " "

If this was not done, state for what reasons?

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 5.4.40

Present condition of funnel(s) satisfactory
200 lbs

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

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? yes.

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

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

, and of the Donkey Boilers?

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?

State date of examination of Screw Shaft

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?

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

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.

RB
13/4/40

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, boilers, working pressures, &c.; thus, for example, E.C. 2, 11, E.&H.S. 2, 11, L.M.C. 2, 11, or
any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)
is in good condition and eligible in my opinion to remain as
classified with fresh record of B.S. 4.40.

Survey Fee (per Section 20) £ 2 - - -
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) £ 1 1/-

Fees applied for
16 APR 1940
Received by me,
19

Committee's Minute


GLASGOW

16 APR 1940

Assigned B.S. 4.40

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

Lloyd's Register
Foundation
W483-0157



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