

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

(Received at London Office)

Date of writing Report 25th Mar. 1937 When handed in at Local Office 25th Mar. 1937 Port of GREENOCK

No. in Reg. Book 73986 Survey held at Port Glasgow Date, First Survey 19th February 1937 Last Survey 23rd Mar. 1937
(No. of Visits NINE)

on the Machinery of the Wood, Iron or Steel S. S. "RUMORE" EX "DAVID GLEN"

Tonnage Gross 325 Vessel built at Leith By whom J. Grant & Amerville Ltd. When 1921-5
Net 123 Engines made at Do. By whom Do. When 1921

Horse Power 860 Boilers, when made (Main) 1921 (Donkey) None

No. of Main Boilers 158 Owners Port G. Co. Ltd. Owners' Address As recorded
No. of Donkey Boilers — Managers John MacNeil, Glasgow & Co. Port Glasgow Voyage —

Steam Pressure in Main Boilers 130 lbs. If Surveyed Afloat or in Dry Dock Lamonts, Port Glasgow Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers — (State name of Dock.)

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.)

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

Donkey " " " " None

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 18-3-37 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 130 lbs. sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes 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? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? Yes If so, state reasons — Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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 3/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? No

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

Now Done: Cylinders, pistons, slide valves & chests, crank & thrust shafts, main & auxiliary pumps & connections, condenser, bilge connections, steering engine & windlass opened out & examined: condenser tested: main steam pipe annealed & tested. Vessel placed in dry dock: sea connections opened out & examined: propeller & outside fastenings of water-tight fittings examined.

Main boiler & its mountings opened out & examined: boiler subsequently examined under steam: safety valves adjusted as above.

REPAIRS: High pressure piston rod renewed — Vagin Rpt. Lth F. 3044 Greenock: Low pressure piston rod skimmed & re-bushed.

Main engine pumps overhauled — in & bilge pump rods renewed, circulating & feed pump rods skimmed & re-bushed.

Donkey pump renewed — tested on boiler feed & found satisfactory. [Contd.]

General Observations, Opinion, and Recommendation: This vessel's machinery is now 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, R.S. 9.11, R.A.M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Efficient condition is eligible, in my opinion, to remain as classed in the Register Book & to have fresh record & L.M.C. — 3.37.

Please note change of ship's name.

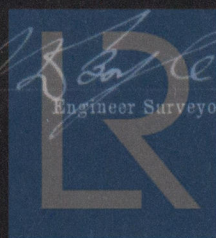
Survey Fee (per Section 22) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned



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

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

S.S. "RUMORE"Repairs (contd.)

main boiler:— In combustion chamber back stays renewed: electrically welded pads fitted on combustion chamber backs in way of six stay holes — where plate found wasted or severely caulked. One combustion chamber side stay renewed.

Some electric welding re-inforcement carried out at furnace mouth seams & on starboard combustion chamber bottom in way of wastage.

Blow down valve chest removed from boiler back plate, plate built up in way of electric welding & valve chest re-fitted. J.B.



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