

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

(Received at London Office 16 DEC 1936)

Date of writing Report 19 When handed in at Local Office 19 Port of 16 DEC 1936

No. in Reg. Book. Survey held at Birkenhead Date, First Survey 30th Nov Last Survey 4th Dec 1936
739 86 on the Machinery of the Wood, Iron or Steel "DHOON GLEN" (No. of Visits 3)

Tonnage Gross 325 Vessel built at Leith By whom J. Grant & Sonerville Ltd. When 1921-5
 Net 123 Engines made at Leith By whom J. Grant & Sonerville Ltd. When 1921
 Nominal Horse Power 60 HP Boilers, when made (Main) 1921 (Donkey) ☒
 No. of Main Boilers 153 Owners C. Nicholson Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers W. J. Grant Port Liverpool Voyage
 Steam Pressure in Main Boilers 130 lb ☒ Surveyed Afloat or in Dry Dock Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 1 (State name of Dock.) West Float

Last Report No. Port
 Particulars of Examination and Repairs (if any) By TS & BS

(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 " " " "

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 4-12-36

Present condition of funnel Efficient

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

To what pressure were they afterwards adjusted under steam? Not yet adjusted

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? None fitted

and of the Donkey Boiler?

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

and of the Donkey Boiler?

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

Has the shaft now fitted been previously used? Yes 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?

State date of examination of Screw Shaft 1-12-36 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? Yes

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

To complete the boiler survey

The safety valves require to be adjusted under steam. It is stated that this will be done at the first opportunity.

How done: Vessel placed on slipway, propeller, stern bush and fastenings examined and found in good order. Wear down as above. Tailshaft drawn in, examined and found satisfactory. Stern gland renewed.

Main boiler examined internally & externally with its safety valves, doors and mountings and now in good order. 30 plain tubes renewed. 22 tubes buckled & some fitting in shell plate below 200 but considered efficient.

Main discharge valve, in way of hull repairs, examined under test found satisfactory, discharge pipe satisfactorily renewed.

General Observations, Opinion, and Recommendation:—The machinery of this vessel

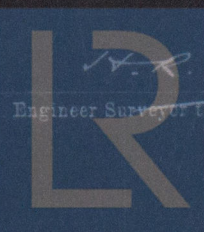
(state clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or 140 lb., F.D., &c.)

as seen is eligible in my opinion to remain as classed with fresh record of "Tailshaft last seen" 12.36 now and BS 12.36 when the survey has been completed as above.

Survey Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : : 10
 Travelling expenses (if chargeable) £ : : Received by me, 10

Committee's Minute

Assigned



© 2019
 H. R. Howell

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

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

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