

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

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 19 Port of NEWPOOL

No. in Reg. Book. Survey held at Birkenhead Date, First Survey 1st April 1936 Last Survey 1st April 1936
23790 on the Machinery of the Wood, Iron or Steel "DHOON GLEN" (No. of Visits)

Tonnage Gross 325 Net 123 Vessel built at Leith By whom J. Green & Sonerville Ltd. When 1921-5
 Nominal Horse Power 60 RHP Engines made at Leith By whom J. Green & Sonerville Ltd. When 1921
 No. of Main Boilers 158 Boilers, when made (Main) 1921 (Donkey)
 No. of Donkey Boilers 1 Owners C. Nicholson Ltd. Owners' Address Port Liverpool Voyage
 Steam Pressure in Main Boilers 150 lb Managers Slipway (if not already recorded in Appendix to Register Book.)
 in Donkey Boilers 1 Slipway Port Liverpool Voyage
 Surveyed Afloat or in Dry Dock Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

Boeking

(Periodical surveys, when held, must be reported in detail and seriation 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?

" " 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

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers?

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?

and of the Donkey Boilers?

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

and of the Donkey Boiler?

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

and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

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

Has the 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?

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

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

Is electric light and/or power fitted?

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 and outside fastenings examined found satisfactory. Wren down as above. Small piece out of one propeller blade, but propeller considered efficient.

General Observations, Opinion, and Recommendation:

(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 L.M.C. 140 lb., F.D., &c.)

as seen is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29)

Fees applied for

Special Damage or Repair Fee (if any)

10

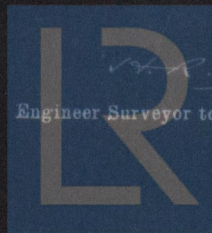
Travelling expenses (if chargeable)

Received by me,

10

Committee's Minute

Assigned



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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation