

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

18 SEP 1935

(Received at London Office)

Date of writing Report: 10.9.35 When handed in at Local Office: 17 SEP 1935 Port of: Birkenhead

No. in Reg. Book: 23790 Survey held at: Birkenhead Date, First Survey: 3/9/35 Last Survey: 3/9/35 (No. of Visits: 1)

on the Machinery of the Wood Iron or Steel S/S "DHON GLEN"

Tonnage: Gross 325 Net 123 Vessel built at: Lanc. By whom: J. Ann & Sonville Ltd When: 1925

Nominal Horse Power: 60 Engines made at: do By whom: do When: 1921

No. of Main Boilers: 1 Boilers, when made (Main): 1921 (Donkey) ✓

No. of Donkey Boilers: ✓ Owners: E. Hudson Ltd Owners' Address: Port Liverpool Voyage: ✓

Steam Pressure in Main Boilers: 130 Managers: ✓

in Donkey Boilers: ✓ £ Surveyed Afloat or in Dry Dock Atkin's Quay (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	CHARACTER.	CHARACTER.
For Special Survey	For Special Survey	For Special Survey
Date of last Survey and of Periodical Surveys.	Date of last Survey and of Periodical Surveys.	Date of last Survey and of Periodical Surveys.
<u>+ 100 A.1.</u>	<u>+ LMC</u>	<u>MS-8.33.</u>
<u>16.34.</u>	<u>MS-8.33.</u>	<u>MS-11.34.</u>
<u>30 Nov. No 7-8.33.</u>	<u>MS-11.34.</u>	<u>MS-16-8.33.</u>

Last Report No. 105535 Port LiverParticulars of Examination and Repairs (if any) Part A.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.)

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: 3/9/35

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

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

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? Yes 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

To complete the survey for record of BS. The SV's require to be adjusted under steam, & the repairs as recommended below & which it is stated have been completed, require to be examined. To be done shortly when vessel is in Liverpool

Not done. The boiler with its mountings, doors & fastenings, examined.

Repairs to be carried out: Low manhole to E.W. & door to be fit.

Port pressure mouth landing edge to E.W.

Main & Ann: Check valve chest & remove from end plate, end plate to E.W.

check to be fitted to boiler.

Also down valve chest to repair to boiler end plate.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, as far

(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 now in satisfactory condition & capable in my opinion to remain as classed & to have peak record of BS-9.35 on completion as above.

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

L. H. M. Stuart 2019
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation