

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

(Received at London Office OCT 1933)

Date of writing Report 20. 10. 33 When handed in at Local Office 20. 10. 33 Port of MIDDLESBROUGH  
 No. in Reg. Book. Survey held at MIDDLESBROUGH Date, First Survey 19. 10. 33 Last Survey 20. 10. 1933  
24629 on the Machinery of the Wood, Iron or Steel SC. "DHOON GLEN" (No. of Visits 2)  
 Tonnage { Gross 325 Vessel built at Leith By whom J. Cran & Sonville Ltd. When 1921-5  
 Net 123 Engines made at do. By whom do. When 1921  
 Nominal Horse Power 60 Boilers, when made Main 1921 (Donkey) ✓  
 No. of Main Boilers 1 Owners WAHL COAL CO. LD. Owners' Address KING EDWARD QUAY COLCHESTER  
 No. of Donkey Boilers 1 Managers Port Liverpool Voyage Coasting  
 Steam Pressure in Main Boilers 130 lb. Surveyed Afloat or in Dry Dock Newport Wharf  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. 102669 Port hiv

## Particulars of Examination and Repairs (if any) PART 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.)

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. 19. 10. 33.

Do. " 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? ✓

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? Yes

and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none

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? ✓

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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 the safety valves to be adjusted under steam. This will be done at earliest opportunity - probably in London district in a week's time

Now Done. The main boiler and its mountings examined and put in good order.

Repairs On account of slight wasting of end plate at edge of flange of blow down valve, this valve removed from boiler and the plate built up by electric welding over an area of about 9" diameter.

About 30 tubes expanded at back end.

## General Observations, Opinion, and Recommendation:—

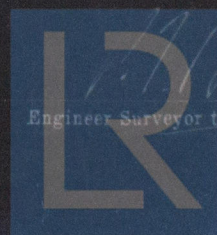
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.A.M.S. 9.11, or L.M.C. 9.11, 150 lb., F.D., &c.)

vessel is in good working condition and eligible, in my opinion, to remain as classed and to have fresh record B.S. 10.33 on completion of the survey

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

Committee's Minute

Assigned



Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation