

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

(Received at London Office 24 APR 1929)

Date of writing Report 23. 4. 1929. When handed in at Local Office 23. 4. 1929. Port of BRISTOL.

Survey held at BRISTOL. Date, First Survey 16. 4. 29. Last Survey 16. 4. 1929.

875 on the Machinery of the ~~Wood~~, ~~Iron~~ or Steel ~~Sc. Sn.~~ "GLENCREGAGH" (No. of Visits 2.)

Age { Gross 322. Net 116. Vessel built at Paisley By whom J. Fullerton & Co. When 1909-4. Engines made at Glasgow By whom Ross & Duncan. When 1909. Boilers, when made (Main) 1909. (Donkey) Owners Bristol Sand & Gravel Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book). Port Bristol Voyage Managers F. E. Peters

st Report No. Port Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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?

Is 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

No. " Donkey " " " " "

Was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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? 130 lbs

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 Boiler?

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? Yes

, and of the Donkey Boiler?

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?

Has shaft now been changed? 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?

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

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

How done. Main boiler examined internally & externally, and found in order.

General Observations, Opinion, and Recommendation:—The machinery is in good order, and no alteration is suggested to be made in the existing classification of the vessel's machinery in the Register Book, any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B. 140 lb., F.D., &c.)

The vessel is now in safe working condition, and is to remain as classed & to have none of the machinery altered.

Fee (per Section 28.) Damage or Repair Fee (if any) (per Section 28.) Working Expenses (if chargeable) Committee's Minutes Signed

Called for 1929.

