

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

(Received at London Office)

-3 JUL 1936

Report No. 126 July 1936 When handed in at Local Office 11th July 1936 Port of Antwerp

No. in Reg. Book. 5596 Survey held at Antwerp Date, First Survey 9th June Last Survey 19th June 1936 (No. of Visits 2)

5596 on the Machinery of the Wood, Iron or Steel M.S. GLENAMOX.

Tonnage Gross 7306 Net 4589 Vessel built at Irvine By whom Harland & Wolff Ltd When 1916 10

Nominal Horse Power 810 Engines made at Glazgow By whom Hummel & Co When 1916

No. of Main Boilers 1 Boilers, when made (Main) (Donkey) 1916

No. of Donkey Boilers 1 Owners Glen Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 12 Managers (see name) Port Glazgow Voyage Hamburg

in Donkey Boilers 100 lb Surveyed Afloat or in Dry Dock Hanger 26 (State name of Dock.)

Last Report No. 16094 Port Law

Particulars of Examination and Repairs (if any) D.B.S. & C.S.

(Periodical surveys, when held, must be reported in detail and variation 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 " " " " yes

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. 9/6/36 Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? yes

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? yes

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? yes

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

D.B.S. the safety valves require to be adjusted under steam. Stated will be done at first opportunity at a European port.

how done. For +LMC CS - Starbu Dynamo Engine crankshaft bearings and bottom end crosses examined

For D.B.S. The donkey boiler examined internally and externally together with mountings & safety valves.

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

(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, R.S. 9,11, R.C.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

vessel, so far as seen, is now in good condition and eligible in my opinion to remain as classed

and to have fresh record of +LMC CS with date

and D.B.S 6,36 upon completion of surveys. Centre coupling p. crankshaft to examine before end of 1,38 (see book last)

Survey Fee (per Section 29) D.B.S. 27/5 2.5 Fees applied for 27/5 1936

Damage or Repair Fee (if any) (per Section 29) £ Received by me, 19

Printing expenses (if chargeable) £ TUE. 7 JUL 1936

Committee's Minute Deposited in Comp. D.B.S.

White House R. 10 mile 2 weeks

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned new or re-examined.	Machinery and Boiler Surveys (including date of N.B. if any).
+100 A1		+LMC CS
Shell deck		11, 32
with plating		11, 32
8, 35		TSC 8, 35
SS Lm ho 3-6, 28		+LMC RMC
SS Ham ho 1-32		9, 35
		D.B.S 4, 35

OIL ENGINE CONTINUOUS SUPPLY
SEE LIMITATION LIST.



FRI. 27 NOV 1936

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

MS due 4 36 To complete as
first opportunity

It is submitted that this
vessel WILL BE eligible for
the reward.

MS 6.36 when
Safety valves have been
checked

Letter to Cecil Campbell
of port Crank shaft
being out before end
of 1.38

Y
Mun
6.7.38

[Faint, mostly illegible handwritten text covering the majority of the page, likely bleed-through from the reverse side.]



© 2020
Lloyd's Register
Foundation

... OF ENGLAND AND ...
... OF ENGLAND AND ...