

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

(Received at London Office)

-3 JUL 1936

Report of Survey for Repairs, &c., of Engines and Boilers.
 No. in Reg. Book. *15596* Survey held at *Antwerp* Date, First Survey *24 June* Last Survey *19 June 1936*
 on the Machinery of the *Wood, Iron or Steel* *M.S. GLENAMOX.* (No. of Visits *2*)
 Tonnage Gross *7306* Net *4589* Vessel built at *Lowine* By whom *Harland & Wolff Ltd* When *1916 10*
 Nominal Horse Power *810* Engines made at *Flusgan* By whom *Hummel & Sohn* When *1916*
 No. of Main Boilers *1* Boilers, when made (Main) *(Donkey) 1916*
 Owners *Glen Line Ltd* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 Managers *Antwerp* Port *Flusgan* Voyage *Hamburg*
 No. of Donkey Boilers *1* Steam Pressure in Main Boilers *2* *Surveyed Afloat or in Dry Dock* *Hanger 26*
 in Donkey Boilers *1004* (State name of Dock.)

Last Report No. *16094* Port *Low*Particulars of Examination and Repairs (if any) *DBS & CS*

(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 - Starbo 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:—

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

used, so far as seen, is now in good condition and eligible in my opinion to remain as classed and to have present record of +LMC CS with date and DBS 6,36 upon completion of surveys. Centre coupling p. crankshaft to examine before end of 1,38 (See book L.M.C.)

Survey Fee (per Section 29) *DBS 27. 5. 25*Fees applied for *2. 7. 1936*Damage or Repair Fee (if any) *£*Received by me, *19*Expenses (if chargeable) *£* *TUE. 7 JUL 1936*

Committee's Minute

Signed

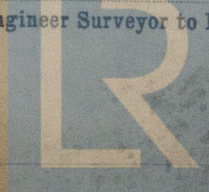
Deposited for comp DBS

FRI. 10 JUL 1936

White H. H. R. 10 mile

FRI. 27 NOV 1936

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

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

OIL ENGINE
CONTINUOUS SURVEY
BEE LIMITATION LIST

MS due 4 36 To complete as
first opportunity

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

MS 6.36 when
Sally values have been
requested

Letter to Cecil, concerning
of port crank shaft
being out before end
of 1.38

Y
Mun
6.7.38



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