

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

(Received at London Office)

WED. 4 MAY. 1921

Writing Report 29th April 1921 When handed in at Local Office 30th April 1921 Port of Glasgow

Survey held at Glasgow & Gareloch Date, First Survey 18th Sept. 20 Last Survey 23rd April, 1921

on the Machinery of the Wood, Iron or Steel Se. SR. COYLET or WAZIRISTAN Master J. Howes

GROSS 5221  
Net 3245  
Horse Power 517  
Main Boilers 3 S.B.  
Donkey Boilers —  
Pressure in Boilers 180  
Donkey Boilers —

Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd. When 1918 - 3.  
Engines made at Sunderland By whom N.E. Mar. Eng. Co. Ltd. When 1918.  
Boilers, when made (Main) 1918. (Donkey) None fitted.  
Owners Coylet S.S. Coy. Ltd. (J. Dunlop Sons Ltd. Agents) Port Glasgow Voyage Mexican Gulf  
If Surveyed Afloat or in Dry Dock (State name of Dock.) Olden's Quay & Dry Dock, Gareloch.

Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE, Y.S. part L.M.C. Fitted for Oil Fuel. \*100 A1-3,20 \*L.M.C. - 3,18 Y.S. - 9,19

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature of the repairs, if any, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case.

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 not required? Yes. Not required. Was a damage report made by anyone else? If so, by whom? Yes. J. W. Boyd for Underwriters.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes. Donkey " " " " None fitted.

Were any parts of the Boilers not thus thoroughly examined? Yes. If so, state for what reasons? Yes.

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes.

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? No. 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? None. , and of the Donkey Boiler? —

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? —

Has the screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. or two liners? — or is it without liners? —

Has the screw shaft now been changed? No. If so, state reasons? — Has it a continuous liner? — or two liners? — or is it without liners? —

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Bush re-wooded.

Where the survey is not complete state what arrangements have been made for its completion and what remains to be done? Safety valves gall boilers & be adjusted under steam. The Owner's Representative states that this will be done on the vessel's return to the U.K.

COLLISION & GROUNDING DAMAGE: Cylinders, pistons, slide valves & faces: crank, thrust intermediate shafts: main & auxiliary pumps & their connections: the condenser & the bilge connections: all examined. Vessel placed in dry dock: sea cocks opened out & examined; tail shaft drawn & examined: propeller & outside fastenings examined.

Note: A longitudinal crack about 16" in length was observed on the intermediate shaft at No. 1 Tunnel Plummer Block. The shaft was drilled at this point & at 1/8" depth the flaw disappeared — the shaft was considered efficient.

REMAINING ITEMS OF SURVEY FOR \*L.M.C.: The steering engine opened out & examined. All boilers examined internally & externally: safety valves & [P.T.O.]

General Observations, Opinion, and Recommendation: — The machinery of this vessel is now in good order & safe working condition and is eligible, in our opinion, to remain as classed with fresh records: \*L.M.C. 4,21 when safety valves have been tested, Y.S. 4,21 & Fitted for Oil Fuel 4,21 F.P. above 150°F.

(per Section 25)	*L.M.C.	£ 4.0.0	Fees applied for
made or Repairs Fee (if any) (per Section 25.)	Fitted for oil fuel	5.5.0	per Unit 1/2
Expenses (if chargeable)		—	Received by me

6/5/21  
J. D. Boyle  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
As now.  
GLASGOW 3-MAY-1921  
FRI. NOV. 18 1921  
TUE. FEB. 7 1922  
FRI. 24 FEB. 1922  
TUES. 23 SEP 1921  
Lloyd's Register Foundation

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

GLASGOW

Is a Certificate required? If so, to be sent to

Damage due to collision of propelling  
machinery examined

S.S. "Al" due 3. 22 now  
partly held oil fuel installator  
fitted. B.S. to be completed on return

It is submitted that  
this vessel is eligible for  
THE RECORD, MS 4. 21.  
S 4. 21. Fitted for oil fuel 4. 21  
F. P. above 150° F.  
It is submitted that this  
vessel WILL BE eligible for  
the record + LMC 4. 21.  
when the S. 15 have  
been adjusted.

ADD.  
1915/16

S.S. "Coylet" contd.

Other mountings of same examined. No safety valves  
adjusted at this time.

FITTING FOR BURNING OIL FUEL: An Oil Fuel Burning  
Installation has been fitted in accordance with the  
approved Plans (attached). The oil pressure & return  
pipes were tested to 400 lbs. hydraulic pressure.

On completion of the work an oil burning test  
was carried out on the boilers & the installation  
examined under working conditions.

JDB

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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