

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

(Received at London Office)

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

10. Date of writing Report *10 Sept 17* 1917 When handed in at Local Office 19 Port of *Glasgow*

11. Survey held at *Glasgow* Date, First Survey *29.8.14* Last Survey *1 Sep 17*

12. on the Machinery of the *Wood Iron or Steel* *Santa Amalia* Master

13. Gross *4388* Vessel built at *Glasgow* By whom *Russell & Co* When *1906* 5

14. Net *2763* Engines made at *Glasgow* By whom *S. Rowan & Co* When *1906*

15. Registered *400* Boilers, when made (Main) *1906* (Donkey) *1906*

16. Horse Power *2* Owners *Bagle Oil Transport Co* Port *London* Voyage

17. of Main Boilers *2* If Surveyed Afloat or in Dry Dock (State name of Dock.)

18. of Donkey Boilers *1* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

19. Main Boilers *150*

20. Donkey Boilers *100*

21. Last Report No. Port

22. Particulars of Examination and Repairs (if any) *Completion 9th Sept 17*

23. Medical 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 details 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.

24. 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?

25. Was a damage report made by anyone else? If so, by whom?

26. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

27. Do. " Donkey " " "

28. Was this not done, state for what reasons?

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

30. 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?

31. Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

32. Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

33. Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

34. Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

35. Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

36. Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

37. Has shaft now been changed?

If so, state reasons

38. Has shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

39. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

*Not recorded.*

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

*Complete.*

The screw shaft drawn & found in good order. The propeller, stern bush & outside fastenings examined. Bottom rods of stern bush renewed. The donkey boiler and its mountings examined & found in good order & the safety valves afterwards adjusted under steam. The vessel has now been fitted to carry fuel oil in the double bottom tanks No 2 & 4; the water ballast connections to these compartments have been cut off, a separate cargo pump fitted with separate independent pipes for filling & emptying these compartments with the necessary valves & strainer.

General Observations, Opinion, and Recommendation:—

*The vessel is eligible in*

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

*My opinion to remain as classed with records of B.S. 8.17, screw shaft class 9.17 and carrying fuel oil F.P. above 150°F in No 2 & 4 double bottom tanks & & &.*

Survey Fee (per Section 25) £

*Alteration of class* £

Special Damage or Repair Fee (if any) £

(per Section 25.)

Travelling Expenses (if chargeable) £

Fees applied for

*15/9/17*

Received by me,

*6/10/17*

*6/10/17*

Committee's Minute

GLASGOW.

19 SEP 1917

Assigned

*B.S. 8.17*

*None Shaft*

*B. Ritchie*

Engineer Surveyor to Lloyd's Register of Shipping.

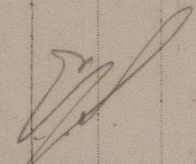


Lloyd's Register Foundation

Bd due 7.17. how complete.  
Separate pump, fitted to deal  
with cargo oil fuel in O/S tank.  
Screw shaft fitted.

It is submitted that  
this record is suitable for  
THE RECORD. B.P. 8.17.

S 9.17.

  
24.9.17.

N.B.—If this Report is copied by Copying Press, special 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.

RECEIVED

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