

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

(Received at London Office)

APR -3 1940

Date of writing Report 26th March 1940 When handed in at Local Office 28 MAR 1940 Port of LIVERPOOLNo. in Reg. Book 33331 Survey held at Liverpool Date, First Survey 3rd Jan'y. Last Survey 1st March 1940 (No. of Visits 22)

on the Machinery of the Wood, Iron or Steel Scottish Maiden

Tonnage Gross 6993 Net 4036 Vessel built at Barron By whom Vickers Ld.

Engines made at Amsterdam By whom Werkspoor N.V. (Donkey) 1939

Boilers, when made (Main) ✓ Owners Tankers Ld. Managers ✓ Owners' Address (if not already recorded in Appendix to Register Book.) Port London Voyage ✓

No. of Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Hercules Dry Dock

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers ✓ in Donkey Boilers 180 lb.

Last Report No. ✓ Port ✓ Particulars of Examination and Repairs (if any) Pl. B. of DBS repairs + 100 A1

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Hay & Smart

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

" " Donkey " " " ✓

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 12th March. Present condition of funnel(s) 1st

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? No To what pressure were they afterwards adjusted under steam? 180 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? No

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? none

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boilers? 1st, 2nd & 3rd

Has screw shaft now been drawn and examined? No 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 R.P. Close

Engine parts, when referred to by numbers, should be counted from forward. ✓ Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To Complete the DBS all mounting

(with exception of brass Cocks & water gauge Cocks) to be examined.

Pl. CS. please see previous reports.

Part CS.

Examined 1st No 1 & 5 ME Cylinders piston & rings.

Examined 1st No 1 & 2 ME Crossheads, Crank pins & main bearings.

Examined 2nd No 3 ME Cylinders piston & rings.

Examined 2nd No 3 & 5 ME Crossheads, Crank pins & main bearings.

Examined the lubricating oil pump over all parts.

Examined the propellers, all sea Cocks & valves together with their fastenings and

Examined pumping arrangements.

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, R.S. 9, 11, R.E.M.S. 9, 11, & L.M.C. 9, 11, or

L.M.C. 140 lb., F.D., &c.)

CS 3, 34, The machinery of this vessel is in safe working condition and

eligible in my opinion to remain as classed with fresh records of CS with date on Completion and DBS 3.40 on Completion.

Survey Fee (per Section 29) DBS £ 2 : 0 : 0 Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ 10 : 10 : 0 30 MAR 1940

Travelling expenses (if chargeable) £ : : Received by me, 10

Committee's Minute

Assigned CS. As now.

Delete DBS 3.38.

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

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

W81-0015 (1/2)

Noted.

To complete D.S. (not due)
examine Boiler mounting
(except fange cocks & bot cocks)
& adjust IVs under steam.

X Submitted the Surveyor to be
asked to state the cause of
the Boiler damage &
Whether the mountings
now dealt with
were defective
in design or
material.

G.D.A.
11/1/41.



© 2021

Lloyd's Register
Foundation