

No. 15680B

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

(Received at London Office)

Writing Report 5th June 1939 When handed in at Local Office 10 Port of Amsterdam
 Survey held at Amsterdam Date, First Survey 30th Jan. Last Survey 23rd May 1939
 on the Machinery of the Wood, Iron or Steel Twin S.M.V. SCOTTISH MAIDEN (No. of Visits 24)
 Gross 6993 Vessel built at Barrow By whom Tinkers, Ltd When 1921.12
 Net 4036 Engines made at _____ By whom _____ When _____
 Donkey Boilers 676 Boilers, when made (Main) _____ (Donkey) _____
 Main Boilers 2 Owners Tinkers, Ltd Owners' Address _____
 Donkey Boilers 2 Managers _____ (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Drydock Port London Voyage _____
 (State name of Dock.) Amsterdam Droogdok Nij

Report No. _____ Port Amsterdam New Engines & Boilers fitted
 Particulars of Examination and Repairs (if any) L.M.C. T.S.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? _____

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? New Boilers fitted

Donkey " " " " " " " " " " " "

Has not done, state for what reasons? _____

Have parts of the Boilers could not be thus thoroughly examined? _____

Have 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? _____

Has the date of internal examination of each boiler _____

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes

Has the Surveyor examine the Safety Valves of Donkey Boiler? _____

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? _____

Has the Surveyor examine the drain plugs of the Main Boilers? _____

Has the Surveyor examine all the mountings of the Main Boilers? _____

Has the new shaft now been drawn and examined? Yes Is it fitted with continuous liner? _____

Has the shaft now been changed? Yes If so, state reasons badly pitted and on account new engines fitted

Has the shaft now been fitted been previously used? No Has it a continuous liner? _____

Has the 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 0.75 in

Engine parts, when referred to by numbers, should be counted from forward.

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Vessel placed in drydock. Screw shafts drawn examined and found badly pitted in way of Stern bushes. Stern bushes bored out and new shaft with a diameter of 3.82 at the body of the shafts now fitted. The screw shafts and fitting shafts are marked for identification.
at screw shaft: LLOYD'S No 5749 H.P.B. h.k. 21-3-39
at fitting shaft LLOYD'S No 5897 H.P.B. 31-3-39.
starboard screw shaft LLOYD'S No 5748 H.P.B. h.k. 21-3-39.
starboard fitting shaft LLOYD'S No 5901 H.P.B. 3-4-39.
Propellers and fastenings examined and found in order.
Please see cont. report.

General Observations, Opinion, and Recommendation:— The Machinery is in a
 (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, E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

good condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of + L.M.C. 5-39
New Oil Engines and Boiler fitted
No Station of New T.S. 5-39 O.G. Port & Starboard.

Survey Fee (per Section 29) £100.00 Fees applied for 7.6-1939
 Special Damage or Repair Fee (if any) £40.00
 Travelling expenses (if chargeable) £36.00 Received by me, _____

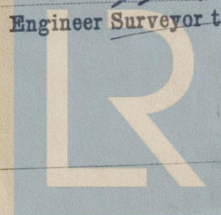
Committee's Minute _____

Assigned _____

FRI 7 JUL 1939

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation (112)

Is a Certificate required? If so, to be sent to Owners Address.

Seacocks valves and fastenings examined and found or made in order.

The Main Engines and the two Water tube boilers are removed from the ship, and new Engines and boiler as per Amsterdam report nos 15001 A/B are now fitted - Examined the two steam driven Dynamo Engines and found after being overhauled in order.

Examined the two steam driven Air Compressors throughout and found after being overhauled in order.

Examined the Ballast pump, two feed pumps, Condenser circulating pump, Boiler fuel transfer pump, Engine fuel transfer pump, Electrically driven Bilge pump, Lubricating Oil pump, Centrifugal pump for cooling of main Engines, fuel transfer pump in forward pump room, Ballast pump in forward pump room and 3 cargo pumps same being all overhauled and now in order.

Examined the boiler fuel pumps and heaters and found in order.

Examined 10 Starting air receivers internally and externally their fittings and connections and found in order. Tested and examined the Max. Condenser and found good.

Examined the valves, cocks, pipes etc. of the pumping arrangement and found or made in order.

A 3 inch bilge suction pipe now fitted to the cofferdam which is made between ballast tank and lubricating oil tank. The cofferdam is made between frames 10-20.

All the heating coils in the tanks are renewed same tested and now in order.

All steam pipes tested and found in order.

Steam and air pipes which are altered are made and tested as per rule requirements.

Electric Installation overhauled and cables in Engine room renewed, same tested upon completion and found in order.

Machinery examined during the trial on the North Sea and found in order.

M. W. W. W.