

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

(Received at London Office)

JUL 17 1940

Date of writing Report 11<sup>th</sup> July 1940 When handed in at Local Office 13. 7. 1940 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey June 19 Last Survey 5<sup>th</sup> July 1940  
(No. of Visits 7)

LANGLEEGORSE on the Machinery of the Wood, Iron or Steel

Tonnage { Gross 4524 Vessel built at Newcastle By whom Palmer's 62 1<sup>st</sup> When 1927-3  
Net 2808 Engines made at do By whom do When 1927

Nominal Horse Power 451 Boilers, when made (Main) 1927 (Donkey) ✓

No. of Main Boilers 3 Owners Widonsky Steam Shipping Co. 1<sup>st</sup> Owners' Address Port Newcastle Voyage ✓  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers F. Carrick & Co. 1<sup>st</sup> If Surveyed Afloat on Dry Dock Rothway & Co.  
Steam Pressure in Main Boilers 180 lb (State name of Dock.)

In Donkey Boilers ✓

Last Report No. Port Cylinders  
Particulars of Examination and Repairs (if any) B.S. part M.S. & H.P.

(Periodical Surveys, when held, must be reported in detail and serially 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? yes

" " Donkey " " " "

this was not done, state for what reasons? ✓

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

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 Sept 20<sup>th</sup> 1936 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boilers? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Is screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓

Is shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

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.

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

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the M.S. the Main steam pipes require to be examined and tested and the dynamo governor requires to be overhauled and examined under working conditions. It is stated that this will be done as opportunity offers. Work done:- Crankshaft (except H.P. Crankpin) Thrust and Intermediate Shafting opened up, examined, now in safe working order.

It was stated that a knock occasionally developed in the H.P. Cylinders. H.P. piston and rod removed and H.P. Cylinders examined. One side pin in Cylinders lined removed and found not to be sheared (this pin stated fitted at Vancouver see Vancouver rpt No 5345) and no movement of lines could be seen. H.P. piston Head found to be  $\frac{1}{16}$  slack in line and this Head has now been removed. It is considered that the H.P. Cylinders is now in efficient condition. continued

General Observations, Opinion, and Recommendation:— The machinery, so far as seen, is in safe working condition and eligible in my opinion to remain as classed with fresh records of B.S. 7.40 now and M.S. 4.40 when the survey has been completed as recommended in Liverpool rpt No 114070.

Survey Fee (per Section 29) £ 4 : 0 : 0 Fees applied for 16 JUL 1940  
Special H.P. Cylinders Repair Fee (if any) £ 2 2 : 0  
(per Section 29) ELECTRICAL £ 1 : 0 : 0 Received by me, 19  
Travelling expenses (if chargeable) £

Committee's Minute GLASGOW 16 JUL 1940

Assigned Deferred B.S. 7.40

B.H. Macdonald S. G. Bridgall  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation  
W982-0140 1/2



"LANGLEE GORSE"

The three Main Boilers examined internally and externally together with their mountings and found & placed in safe working condition. Safety Valves adjusted as above.

Windlass and Steering engine opened up, examined, now in safe working order.

Minor repairs made.

Electrical Installation:-

The electrical installation examined under working conditions. Generator, cables, fittings on main Sw. Bd. and distribution boxes examined. Insulation tests made on all circuits all found or put in order.

Repairs:-

The dynamo overhauled, shunt field coils renewed. Series field coils reinsulated, armature cleaned and rearmatured. commutator skimmed up.

A.G.F.