

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 71908

Date of writing Report 5-7-47 (Received at London Office 16 JUL 1947)  
 No. in Reg. Book 77419 Survey held at IRVINE When handed in at Local Office 5-7-47 Port of GLASGOW  
 Date. First Survey 18-6-47 Last Survey 3-7-47 (No. of Visits 6)  
 on the Machinery of the Wood, Iron or Steel SS LADY ANSTRUTHER

Tonnage { Gross 327 Vessel built at DUBLIN By whom DUBLIN SHIPBUILDERS Year. Month. 1922-3  
 Net 203 Engines made at GLASGOW By whom W. BEARDMORE & CO. When 1942  
 R Nominal Horse Power 99 Boilers, when made (Main) 1922 (Donkey) ✓  
 No. of Main Boilers 1 Owners I.C.I. (EXPLOSIVES) LD Owners' Address GLASGOW  
 No. of Donkey Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat & in Dry Dock IRVINE Port GLASGOW Voyage ✓  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) BS & T.S.  
 (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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
<u>*100 A.B. 11.46</u>		<u>*1 M.C. 11.46</u>
<u>50 L.A. 16.46 (P)</u>		<u>C.L. 10.44</u>
		<u>Ready aft.</u>

If a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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 " " " " ✓  
 If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? none  
 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 19.6.47  
 Did the Surveyor examine the Safety Valves of the Main Boilers? yes Present condition of funnel satisfactory  
 To what pressure were they afterwards adjusted under steam? 180 lbs  
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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? none and of the Donkey Boilers? ✓  
 Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? ✓  
 Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no  
 Has shaft now been changed? no If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓  
 Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 18.6.47 State the wear down in the stern bush 5/32" 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 Complete  
Vessel placed in dry dock, propeller, after end of stern bush, sea connections and their fastenings examined. Screw shaft drawn and examined. The main boiler examined in its entirety and the safety valves adjusted under steam. All found or placed in order. Repairs due to wear and tear - a number of plain tubes expanded in all boxes. Front circumferential seam caulked. At this time the windlass, steering engine and dynamo engine were overhauled.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of B.S. 7.47 and screw shaft run C.L. 6.47.  
 (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, BS 9.11, B&MS 9.11 \*LMC 9.11 or \*LMC 140 lb., FD, &c.) CS 3,34.

Survey Fee (per Section 29) BS & T.S. £ 6 : - : - Fees applied for 15 JUL 1947  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : ✓  
 Travelling expenses (if chargeable) £ 1 : 13 : - Received by me, James Crawford  
 Committee's Minute GLASGOW 15 JUL 1947 2B  
 Assigned 18.7.47  
56.47

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

GLASGOW

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



CERTIFICATE WRITTEN

W 995 - 0146

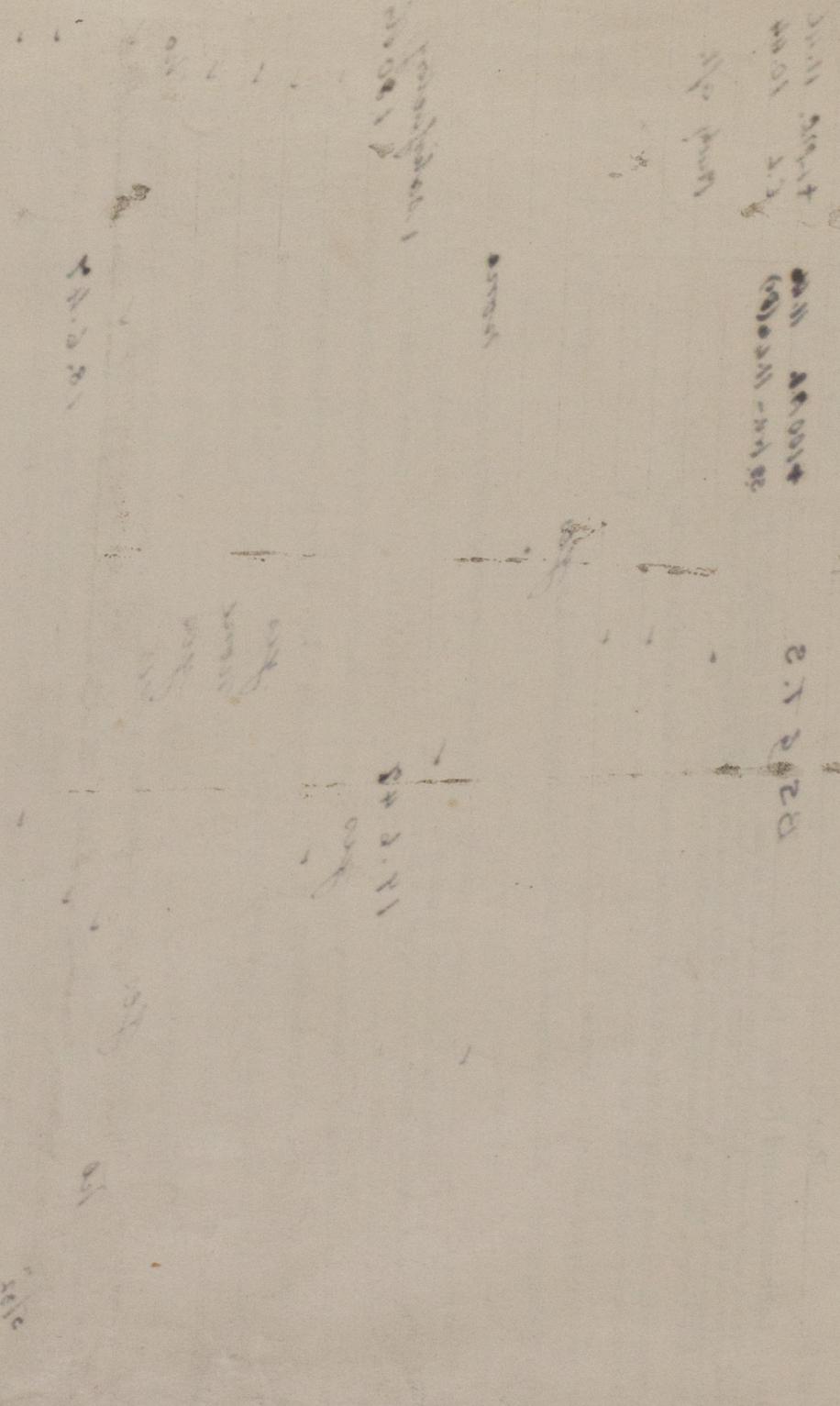
Noted  
Bell  
29/7/47

180 100 100

100 100 100

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