

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

No. 48972

Survey Report *Mar 5th 1929* When handed in at Local Office *Mar 9th 1929* Port of *GLASGOW*.
(Received at London Office 13 MAR 1929)

Survey held at *Groon*. Date, First Survey *8.1.29* Last Survey *Feb 25th 1929*.
on the Machinery of the *Wood, Iron or Steel* *SS. EMERALD*. (No. of Plates *10*)

Gross *436*. Vessel built at *Pt Glasgow* By whom *A. Rodger & Co.* When *1904-8 mts*
Net *305*. Engines made at *Do. Gt.* By whom *do.* When *1*
99. Boilers, when made (Main) *1929*. (Donkey)
Boilers *1*. Owners *W. Robertson* Owners' Address
Boilers *160*. Managers *Port Glasgow* Voyage
Boilers *1*. If Surveyed Afloat or in Dry Dock *Groon Harbour and Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. *MS. DAMAGE, TS.* Port *Glasgow* Fitting N.B.
Particulars of Examination and Repairs (if any) *MS. DAMAGE, TS.*

Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on any part of the vessel must be stated, should be separated from repairs due to other causes; and 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 services for this purpose, and why they were declined? *Not required*

Damage report made by anyone else? If so, by whom? *Underwriters*

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No.*

" *Donkey* " " " " "

When done, state for what reasons? *New boiler fitted*

Parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler?

Surveyor examine the Safety Valves of the Main Boiler? *-* To what pressure were they afterwards adjusted under steam? *160 lbs*

Surveyor examine the Safety Valves of Donkey Boiler? *-* To what pressure were they afterwards adjusted under steam? *-*

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *-* , and of the Donkey Boiler? *-*

Surveyor examine the drain plugs of the Main Boilers? *-* , and of the Donkey Boiler? *-*

Surveyor examine all the mountings of the Main Boilers? *-* , and of the Donkey Boiler? *-*

Shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No*

Shaft been changed? *No* If so, state reasons

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? *-*

Space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *Stern bush rewooded.*

If not complete, state what arrangements have been made for its completion and what remains to be done? *Complete*

GE. Stated to have been caused through vessel grounding at Workington on June 28th 1928.

and two blades of propeller broken

Boiler renewed, tail shaft examined, stern bush rewooded all round

working engine examined Sea cocks and fastenings examined

owners desire the above to be considered part of MS

The cylinders pistons slide valves and faces, crank and thrust shafts

air, feed, bilge, circulating and donkey pumps condenser and bilge

connections all examined Condenser tested Main steam pipes annealed

tested to 320 lbs hyd press.

RS. Bottom halves of main bearing bushes re-metalled Crank shaft

re-bedded and lined up. LP. valve spindle renewed

Observations, Opinion, and Recommendation:— *The machinery of this vessel*

only 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

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.&M.S. 9, 11, or L.M.C. 9, 11, (B.S., P.D., &c.)

as far as seen in good and safe working condition and eligible

of opinion to remain as classed and to have fresh records *LMC MS2-29*

B 2-29 and TSCL 2-29

Section 25. £ 5. 0. 0 Fees applied for

NEW BOILER. 2 0 0

Repair Fee (if any) £ 3. 3. 0

Section 25. £ 1. 15. 0

Minutes (if chargeable)

ee's Minute GLASGOW 12 MAR 1929

+ L.M.C. 2, 29. + N.B. 2, 29. Note Shaft.

David C Barr.
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

57984

HP & MP piston rods skimmed up.
Feed pump rams renewed.
Bilge pump valves and seats renewed.
Condenser tubes drawn, cleaned, tested and replaced.
One new main steam pipe fitted (copper).

NB. New main boiler fitted securely on board. Boiler examined under steam and safety valves adjusted to 160 lbs.
New mountings for boiler tested and fitted.

9/3/29

B. - If this Report is copied by copying Press, especial 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.

As No 2 due 11.27 held.

New Boiler fitted.
Propeller renewed on account
of grounding damage.

It is submitted that
this vessel is eligible for
THE RECORD
to be 2.29
+ NO 2.29.

12.29.
Anand Boole
particulars.

15/3/29.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.