

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

(Received at London Office)

11 JAN 1946

Date of writing Report 6th JANUARY 1946 Vessel handed in at Local Office.....19.....

Port of DUBLIN

No. in Survey held at DUBLIN Date. First Survey 17th SEPT. 45 Last Survey 2nd JAN. 1946

10/2 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "GLENCULLEN"

Gross 448 Vessel built at LYTHAM By whom LYTHAM SB & ENG CO. LD. When 1921-10
 Net 176 Engines made at do. By whom do. When do.
 of Main Boilers 1. SB. Boilers, when made (Main) 1921 (Donkey) ✓
 Owners ALLIANCE & DUBLIN CONSUMERS GAS CO. Owners' Address.....
 Managers..... (if not already recorded in Appendix to Register Book.)
 Port DUBLIN Voyage.....
 Surveyed Afloat ✓ in Dry Dock ALEXANDRA & NO 2 SLIPWAY
 (State name of Dock.)

st Report No. _____ Port _____

Particulars of Examination and Repairs (if any) DAMAGE & +LMC

Medical 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.....

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 yes. Copy of Report same attached

Is 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 " " " " " " ✓

Did not, 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? ✓

What is the latest date of internal examination of each boiler 20th DEC. 1945 Present condition of funnel good

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

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? ✓ 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? ✓

Has the 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 17th SEPT. 1945 State the wear down in the stern bush good fit

Is electric light yes fitted? yes If so, did 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

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

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

Damage alleged to have been sustained through striking rocks at BORTENCORRIE, CO. GALLOWAY on 11th August 1945 whilst on a voyage from Dublin to Manchester in Belfast.

For further particulars please see vessels log books and copy of special damage report attached.

Work done: Vessel placed on slipway. Propeller, screw shaft, stern bush, sea connections and fastenings examined.

glanders, pistons, slide valves, crank and thrust shafts, pumps, condenser, condenser tested, pumping arrangement, main steam pipe annealed and tested.

Damage Repairs: screw shaft liner skinned neck & gland bushes renewed, coupling bolts renewed, stern bush lower half renewed.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now

(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.)

is in good condition and eligible in my opinion to remain as now

classified with fresh record +LMC 1.46 and notation T.S.C.C. seen 9.45;

Survey Fee (per Section 23) +LMC £ 10 : 0 : 0 Fees applied for 9th JAN 1946
 Elec. Installation, Equip. 1 0 0
 Special Damage & Repair Fee (if any) £ 10 : 10 : 0
 (per Section 23.)
 Travelling expenses (if chargeable) £ : :
 Received by me, _____

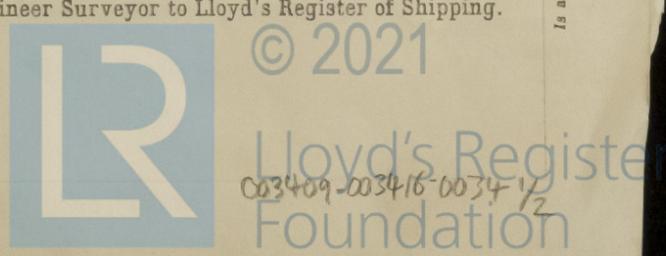
Committee's Minute _____
 Signed + LMC 1.46
5.9.45 without spl. cond.

TUES. 26 FEB 1946
 CERTIFICATE WRITTEN

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

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)
+100A/	1.45	+LMC 8.37
S.S. ARD. No 3 -	9.33	B.S. 1.45
S.S. ARD. No 1-37.		T.S.C.C. 10.42
EXAMINED.	1.45	
CHARGO BATTENS NOT FITTED.		

R. B. Grier.
 Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

S.S. "GLENCULLEN"

I.P. bottom end re-metalled.

Main bearings also H.P. & L.P. bottom ends dressed.

Thrust shoes dressed.

Thrust shaft coupling faced in lathe.

Feed pump, wear, water end liner renewed, rings renewed.

Steam cylinder bored out piston & rings renewed, valve gear pins and bushes renewed.

Auxiliary pump, water end rings renewed, suction & discharge valves machined.

Ballast pump water end rings renewed.

Pumping arrangements change cock on main bilge pumps removed, fastenings renewed.

Blow down valve repainted to shell.

Middle, P. & S. gyfong bushes renewed, port-piston rod renewed, piston rings renewed.

Steering engine P. & S. piston valves renewed, piston rods neck and gland bushes renewed, port top end pin & bush renewed, barrel shaft bearings renewed.

Reversing engine cylinder renewed.

Captain " cylinders "

The Owners Representative requested that the examination of the machinery be allowed as +LTC.

How done: - Vessel placed on Slipway Propeller, screw shaft, stem bush, sea connections and fastenings examined. Cylinders, pistons, slide valves, crank and thrust shafts, pumps condenser, (condenser tested) pumping arrangements, examined. Main steam pipe examined under hydraulic test to 360 lbs & internally as far as practicable.

Boiler examined internally & externally with mountings safety valves, man hole doors and fastenings. The safety valves were adjusted under steam to 180 lbs.

Electric installations generally examined and tested under working conditions.

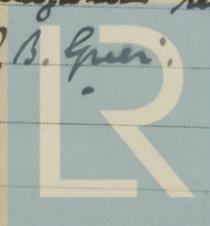
Repairs wear & tear.

Boiler all plain and stay tubes renewed, 2 screw stays and 10 screw stay nuts renewed. Blow down valve & chest renewed, minor repairs to mountings.

Dynamo, engine, piston valve, piston & rings renewed, top end bearings renewed, governor gear pins and bushes renewed, valve & seat renewed. Several bilge suction pipes repaired.

Special Reasons List: Electric circuits impure, midship, navigation repaired with new material tried & found satisfactory.

R. B. Green



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Lloyd's Register
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