

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

(Received at London Office

Date of writing Report 11th Jan. 1927 When handed in at Local Office 11th Jan. 1927 Port of Greenock. 19 JAN 1927

No. in Reg. Book. Survey held at Greenock. Date, First Survey 7th Jan. Last Survey 8th Jan. 1924. (No. of Visits 2)

16349 on the Machinery of the ~~Wood, Iron or Steel~~ Twin Sc "MALIA".

Gross 3842. Net 2334. Vessel built at Port Glasgow. By whom W. Hamilton & Co. Ltd. When 1921-9.

Nominal Horse Power 855. Engines made at Birkenhead. By whom Cammell Laird & Co. Ltd. When 1923-5. (Donkey) 1921.

No. of Main Boilers. Owners ~~Thos & Jno Brocklebank Ltd.~~ Owners' Address. Messrs P. Henderson & Co. Glasgow. (If not already recorded in Appendix to Register Book).

No. of Donkey Boilers. Managers. Port Liverpool. Voyage Paid up. Steam Pressure in Main Boilers. If Surveyed ~~Afloat~~ in Dry Dock Garvel Dock. (State name of Dock.)

in Donkey Boilers 120. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port. Particulars of Examination and Repairs (if any) 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.

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? NONE

Do. " Donkey " " " No. If this was not done, state for what reasons? Not prepared for survey.

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

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

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? , and of the Donkey Boiler?

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

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

Has screw shaft now been drawn and examined? YES ARE THEY Is it fitted with continuous liner? NO, Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? L. V.

Has shaft now been changed? NO If so, state reasons. Is the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 3/32.

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

Survey for condition, subsequent to sale.

Now done: Tail shafts drawn in, examined and found good.

Propellers and fastenings of sea connections examined and found good.

The tail shafts were left inboard and blank flanges fitted to fore and aft end of stem tubes.

NOTE:- The machinery of this vessel is now being dismantled preparatory to being lifted ashore.

It was stated that the new Owners intend fitting Subser Diesel engines to be made by Messrs Denny Bros. Dumbarton.

and the vessel will lay up in the Garvelock for about 9 months until the new machinery is manufactured.

It is understood that the vessel will go over to British Corporation Classification.

General Observations, Opinion, and Recommendation:-

(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, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

This report is forwarded for the information of the Committee.

Survey Fee (per Section 25) £ 1. Special Damage or Repair Fee (if any) (per Section 25.) £ Travelling Expenses (if chargeable) £ Fees applied for 19 Received by me, 19

Committee's Minute GLASGOW 18 JAN 1927 TUES. 25 JAN 1927

Assigned Transmit to London

007620 - 007625 - 0099

W. A.
21/1/27

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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