

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

(Received at London Office

NOV 1942

Date of writing Report Sept 10th 1942 When handed in at Local Office 19 Port of New York City
 No. in Survey held at Brooklyn Date, First Survey Sept 1st Last Survey Sept 4th 1942
 Reg. Book 2731 on the Machinery of the Wood, Iron or Steel TAN SL STRATHALLAN (No. of Visits 4)
 Gross 23722 Vessel built at Banow By whom Wheeler Contracting Co. Year. Month. 1938 3
 Net 14134 Engines made at Do. By whom Do. When 1938
 Nominal Horse Power 4912 Boilers, when made (Main) 1938 (Donkey)
 No. of Main Boilers 6 Owners Dr O'Brien Navigation Co Owners' Address 1938
 No. of Donkey Boilers 2 Managers ✓ Port London Voyage ✓
 Steam Pressure in Main Boilers 420 If Surveyed Afloat or in Dry Dock Dry Dock
 in Donkey Boilers 440 (State name of Dock.) Lothian & Co's Repair

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

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.

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?

" " Donkey " " "

If 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?

What latest date of internal examination of each boiler?

Present condition of funnel(s)

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 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?

and of the Donkey Boilers?

Is screw shaft now been drawn and examined?

Is it fitted with continuous liner?

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

Is shaft now been changed? If so, state reasons

Is the 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?

What date of examination of Screw Shaft Sept 2nd - 3rd 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.

Is electric light and/or power fitted?

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

Was 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 in respect to this particular Survey.

Port Propellers removed, Turnshafts drawn in & examined with stem-bearings, shafts replaced coupled up, Propellers Reinstalled & stem glands unpacked.

All sea suction & discharge valves, opened cleaned & examined throughout, several overhauled, all closed in good order & stems repaired. Sea chests with telescope extensions through side tanks cleaned & all specially treated. All fastenings verified.
 The Astern Manoeuvring Valve of Port Turbine overhauled.

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.E.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

LMC
CS 3,34,

Machinery eligible to be retained as classed
 it is recommended that to Report of PORT & STBD Turnshafts (CL)
 seen 9/42 be made in Register Book.

Survey Fee (per Section 29)

T.S.

£ 50⁰⁰

Special Damage or Repair Fee (if any)

£

(per Section 29.)

Travelling expenses (if chargeable)

Early fee 10⁰⁰£ 5⁰⁰

Fees applied for

Sept 14 1942

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK SEP 16 1942

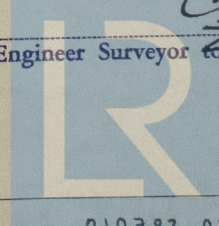
Assigned

No action

T.S. 9/42

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

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



Lloyd's Register of Shipping

010783-010790-0184

Noted
Declassed.