

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

(Received at London Office

8 JUN 1955

Date of writing Report 3.6.55 When handed in at Local Office 3.6.55 Port of Glasgow  
No in Reg. Book 6100 Survey held at Glasgow Date First Survey AND Last Survey 30th May 1955  
(No. of Visits 1)

6100 on the Machinery of the Wood, Iron or Steel S.S. GEOLOGIST  
Tonnage { Gross 6155 Vessel built at Port Glasgow By whom Lithgows Ltd. Year. Month. 1944 3rd  
Net 3620 Engines made at Glasgow By whom D. Rowan & Co. Ltd. When 1944  
MN As Per Rule 51A Boilers, when made (Main) 1944 (Donkey) 1944  
No. of Main Boilers 2 Owners CARENTIE S.S. Co. Ltd. Owners' Address (Donkey)  
HS " " " 8208 Managers T. J. Harrison Ltd. Port Liverpool Voyage   
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Meadowside Dry Dock  
Steam Pressure— in Main Boilers 210lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers 120lb.

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

HULL	MACHINERY
+ 100 91 9 SA.	+ LMC 11, 52.
SS Mech. 11, 52.	B.S. 12, 52.
2 Dks. Cruiser Stern.	TS. CL 10, 52.
FITTED FOR OIL FUEL 9, 50 F.P. ABOVE 150° F.	

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If 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?

State latest date of internal examination of each boiler  Present condition of funnel(s) Good

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

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?  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?

Has the screw shaft now been drawn and examined? No Has it a continuous liner?  Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed?  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  State the wear down in the stern bush 3/16" Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from foreward. Auxiliary machinery should be referred to by position in Machinery Space.

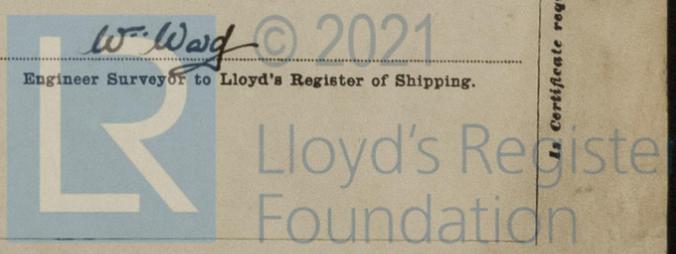
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE

How done for docking.  
Vessel placed in drydock. Propeller, aft end of stern hull and all external fastenings of sea connections examined and found in good order and now placed in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as classed without fresh record.  
(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, etc.)

Survey Fee (per Section 23) Docking 46 fee.  
Special Damage or Repair Fee (if any) (per Section 23.)   
Travelling expenses (if chargeable)   
Committee's Minute As now  
Assigned

Fees applied for, 19...  
Received by me, 19...  
7 JUN 1955



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

In Certificate required If so, to be sent to

