

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

(Received at London Office APR 18 1941)

Date of writing Report 3.4.41. 19 When handed in at Local Office 5.4.41. 19 Port of GREENOCK.

No. in Reg. Book. 38011. Survey held at OFF GREENOCK PIER. Date. First Survey AND Last Survey 4TH APRIL. 1941. (No. of Visits 1.)

Tonnage { Gross 860 Net - Vessel built at Glasgow. By whom A. & J. Inglis, Ltd. When 1940. - Engines made at Glasgow. By whom British Auxiliaries, Ltd. When 1940. - Nominal Horse Power - Boilers, when made (Main) (Donkey) - No. of Main Boilers - Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book.) Port Glasgow. Voyage - No. of Donkey Boilers - Managers - Steam Pressure - in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) - in Donkey Boilers -

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

(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.)

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. NOT REQUIRED.

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 this was not done, state for what reasons

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?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. 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.

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

Has 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 NOT COMPLETE.

This vessel is reported to have run Acceptance Trials & thereafter, on the 3rd April 1941, when the Auxiliary Engine (P.S. Engine Room) was being got ready for starting, the Crank Case Pump was found to be full of water. It is stated that prior to this there had been no indication of any defect in this engine.

On examination with Representatives of Owners, Mr Phillips, for Messrs W. & A. Allen Sons & Co Ltd Bedford, Builders, Mr Ball, for Messrs Harland & Wolff's Installers of the Machinery, Mr Morton, for the Ministry of Shipping, Glasgow, Mr Cochrane, a serious horizontal crack was found in the engine casting forming part of the forward cylinder jacket inside the engine entablature on port side. The forward cylinder piston was withdrawn & the piston, liner, connecting rod bottom end bearing & Crank pin examined & found satisfactory without any apparent sign of overheating.

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, & L.H.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Submitted for the information of the Committee.

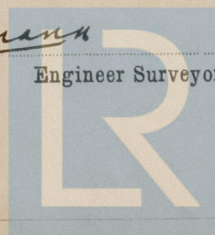
Recommend that the engine abaft the flywheel coupling be removed & replaced by similar new engine by the engine builders.

Survey Fee (per Section 29) £ : : Fees applied for 19 Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19 Travelling expenses (if chargeable) £ : :

Committee's Minute 16 APR 1941

Assigned ACCOMPANYING MACHINERY REPORT (G563686 F.E.)

Frechman Engineer Surveyor to Lloyd's Register of Shipping.



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013033-013041-0235

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

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

— STEEL SC. "EMPIRE GAT" —

or scoring, nor anything to indicate the cause of the fracture.

As temporary repairs were not considered practicable, it was recommended that the engine abaft the flywheel coupling be removed & replaced by a similar new engine by the Makers.

J.



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