

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

27 MAY 1940

(Received at London Office)

MAY 29 19

Date of writing Report 19. When handed in at Local Office 19. Port of **HULL**

No. in Survey held at **Hull** Date, First Survey **8.5.40** Last Survey **24.5.1940**  
 Reg. Book. 32880 on the Machinery of the ~~Wood, Iron or Steel~~ **"ST GLEN"** (No. of Visits **5**)

Tonnage { Gross **4647** Vessel built at **Newcastle** By whom **Armstrong Whitworth & Co. Ltd.** When **1907-4**  
 Net **2912** Engines made at **do** By whom **Wallace Shipway & Co. Ltd.** When **1907**  
 Nominal Horse Power **478** Boilers, when made (Main) **1907** (Donkey) ☒

No. of Main Boilers **35B** Owners **South American Sailing Ld.** Owners' Address **(if not already recorded in Appendix to Register Book.)**  
 No. of Donkey Boilers **none** Managers **B.S. Shipping Co. Ltd.** Port **Newport Mon.** Voyage  
 Steam Pressure in Main Boilers **180 lb** **Surveyed Afloat & in Dry Dock** **King George**  
 in Donkey Boilers ☒ (State name of Dock.)

Last Report No. Port  
 Particulars of Examination and Repairs (if any) **Docking, B.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? **Yes**

" " Donkey " " " ☒

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 **P 15.5.40 C 8.5.40 S 8.5.40** Present condition of funnel **Good**

Did the Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **180 lb**

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? **Yes**, and of the Donkey Boilers?

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

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

Has screw shaft now been drawn and examined? **no** 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? ☒

Has shaft now been changed? ☒ If so, state reasons ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

Has 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? ☒

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 **1/8"**

Engine parts, when referred to by numbers, should be counted from forward. ☒ Is electric light and/or power fitted? ☒

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 **Complete**

**Now Done:** Vessel placed in drydock Examined propeller and outside fastenings.  
 Examined boilers internally and externally with all mountings doors and fastenings. Renewed Starboard boiler check valve and test cocks.  
 Examined boilers under steam and adjusted safety valves as above.

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

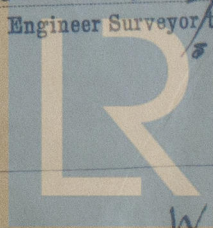
**Eligible in our opinion to remain as classed with fresh record of B.S. 5,40**

Survey Fee (per Section 29) **B.S.** £ 4 : 0 : 0 Fees applied for **27 MAY 1940**  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, **19**  
 Travelling expenses (if chargeable) £ : :

Committee's Minute **27 JUN 1940**

Assigned **5.40**

**W.S. Shields & G.H. Ludden.**  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W1138-0155



BS Ala 3.40 held.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 5.40.

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