

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

(Received at London Office)

Writing Report 10 When handed in at Local Office 9. 5. 44 Port of GLASGOW

Survey held at GRANGEMOUTH Date, First Survey 19.4.44 Last Survey 25.4. 19 44
on the Machinery of the ~~Steel~~ "DUNVEGAN HEAD" (No. of Visits 2)

Gross 638
Net 296
Vessel built at ARDROSSAN By whom Ardrossan D.D. & S.B. Co.Ld. When 1920 Month 1
Engines made at Coatbridge By whom Wm. Beardmore When 1920
Boilers, when made (Main) 1920 (Donkey) -
Owners A.J. Henry & MacGregor Ltd. Owners' Address -
Managers - (if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock Carron Dry Dock (State name of Dock.)
Port - Voyage -

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 Al. 5-53-43</u>	<u>-</u>	<u>+ LMC 12-36</u>
<u>S.S.Lon. No.3 3-33</u>	<u>-</u>	<u>B.S. 5-43.</u>
<u>S.S. Lth. No.1 36</u>	<u>-</u>	<u>T.S. 3,42.</u>
<u>Cargo battens not fitted</u>	<u>-</u>	<u>-</u>
<u>Examined 5-43</u>	<u>-</u>	<u>-</u>

Report No. - Port -
Particulars of Examination and Repairs (if any) damage, docking & part Comp. M.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and any details in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined Yes not required

Has a damage report made by anyone else? If so, by whom? Yes, Underwriters surveyors

Does the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Does the Surveyor go inside each Donkey Boiler? -

Where a survey is not done, state for what reasons? Survey not due

Were any parts of the Boilers could not be thus thoroughly examined? -

Were any 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 the date of internal examination of each boiler. Present condition of funnel(s) Good

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? -

Has the propeller 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 the propeller shaft now been changed? - If so, state reasons -

Has the propeller 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 the date of examination of Screw Shaft. State the distance between lignum vitae or bearing wood of stern bush and top of after bearing of screw shaft 1 1/2

Are any electric parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted -

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? -

Where a survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the machinery survey

indlass, and pumping arrangements remain to be examined. This will be done as opportunity offers.

one for damage stated due to grounding on 16th January, 1944 in River Orwell on voyage from

Ch to London. Vessel placed in dry dock, propeller end of stern tube, underwater fittings and

locks and valves examined and found in order.

one for M.S. Thrust shaft and shoes examined and found worn. The thrust shaft was removed

and the faces machined, and the shoes were remetalled and all satisfactorily refitted on board.

Ballast pump was opened up and examined and overhauled and placed in good order.

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.)

The machinery of this vessel is in efficient condition and eligible in my opinion to remain classified with fresh record of survey M.S. with date on completion as above.

Committee's Minute GLASGOW

dated as now

Fees applied for 16 MAY 1944

Received by me, 19

J.M. Dale
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

W240-0031

SS No. 2 due 3.41 partly held 10.42,
now completed except for examination
of windlass & pumping arrangements.
Docking after grounding.

It is submitted that
this vessel is eligible for
THE RECORD + LMC - MS 10.42
subject to the windlass &
pumping arrangements
being examined at first
opportunity.

Plas. Minute
"as Now"
to Grand
L.L.
22/5/44

