

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

(Received at London Office)

DEC -6 1940

Date of writing Report 23rd Nov 1940 When handed in at Local Office 25: 11: 1940 Port of Glasgow

No. in Reg. Book 76019 Survey held at Glasgow Date, First Survey and Last Survey 22: 11: 1940
(No. of Visits 1)

Tonnage Gross 4617 Net 2859 Vessel built at Sunderland By whom Shott Bros & Co When 1924-10
Engines made at do By whom N.E. Marine Eng'rs Ltd When 1924

Nominal Horse Power 406. Boilers, when made (Main) 1924 (Donkey) ✓
No. of Main Boilers 3 Owners Charlton Steam Ship Co Ltd Owners' Address ✓
Managers Charlton, McAllum & Co Ltd Port Newcastle Voyage ✓

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Glasgow dry dock.
in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) during T.S. completion

(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.)

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned to be examined.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1		+L.M.C. 8.37
12.39		B.S. 4.39
S.S. SLEN 3-8.37		T.S. (C.L.) 8.37

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? No

Do the same for Donkey Boilers? _____

If this was not done, state for what reasons? not done

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 _____ 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? _____

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No If so, state reasons _____

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 22/11/40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft removed

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.

Vessel placed in dry dock. Propellers, Sea and propeller fastenings examined.
Tail Shaft drawn, examined now in safe working order.

B.S. & S.R.L. 9 stoppers Stay Tubes in centre Boilers, 2 in Port Boilers and 6 in Starboard Boilers now renewed.

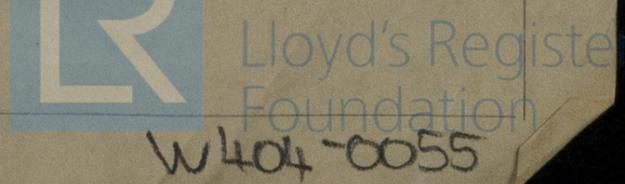
General Observations, Opinion, and Recommendation:— The machinery, w/a as seen, is in
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made 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.)

safe working condition and eligible in my opinion to remain as classed with fresh record of B.S. 7.40 as previously recommended (See S.R.L.) and Tail Shaft seen (C.L.) 11.40.

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

Committee's Minute GLASGOW 3 DEC 1940
Assigned 22.7.40
Shipt 11.40.

B.H. Macdonald
Engineer Surveyor to Lloyd's Register of Shipping.



W404-0055

yes was

20m.7.39.—Transfer Ink (MADE AND PRINTED IN ENGLAND) The Surveyors are requested not to write on or below the space for Committee's Minutes.

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

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

Notes

Jan

13.12.40

[Faint, illegible handwritten notes and bleed-through from the reverse side of the page.]