

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

No. 19952.

(Received at London Office 24 OCT 1939)

Date of writing Report 23-10-1939 When handed in at Local Office 23-10-1939 Port of Leith
 No. in Reg. Book 29396 Survey held at Leith Date, First Survey 17-10-39 Last Survey 19-10-1939
 on the Machinery of the Wood, Iron or Steel "MARWICK HEAD" (No. of Visits 3)
 Tonnage { Gross 496 Vessel built at Southampton By whom Jay, Summers & Co. Ltd. Year. Month.
 Net 216 Engines made at Glasgow By whom W. Beardmore & Co. Ltd. When 1920-12
 Nominal Horse Power 61 Boilers, when made (Main) 1920 By whom W. Beardmore & Co. Ltd. When 1920
 No. of Main Boilers 1 S.B. Owners A. J. Henry & MacGregor, Ltd. (Donkey) ☒
 No. of Donkey Boilers 1 Managers W. J. Henry & MacGregor, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lbs. Port Leith Voyage
 in Donkey Boilers 1 Surveyed Afloat or in Dry Dock Commercial (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Hoisting & Part B.S.

(Periodical surveys, when held, must be reported in detail and verbatim 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 18-10-39

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

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? yes

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

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

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 ☒

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" Bare

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. To complete the survey for B.S. 10-39 the safety valves require to be adjusted under steam. This it was stated will be done at the first convenient opportunity.

Now done:- Vessel placed in dry dock, the propeller, outer ends of stern bush and the outside fastenings examined. The boiler examined internally and externally with mountings, doors etc. and found on placed in a safe working condition. All plain tubes have been renewed and the mountings overhauled. A new funnel has been fitted.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now so far as seen in a safe working condition and eligible, in my opinion, to remain as classed with the record of B.S. 10-39 when the survey is completed as above.

Survey Fee (per Section 20) B.S. £ 2 : 0 : 0 Fees applied for 23-10-1939
 Special Damage or Repair Fee (if any) (per Section 20.) £ ☒
 Travelling expenses (if chargeable) £ ☒
 Received by me, 19

Committee's Minute

Assigned

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.

J. H. Campbell

Lloyd's Register Foundation

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