Rpt. 9.

No. 44269

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

-5 DEC 1933 (Received at London Office -6 DEC 1933)

Date of writing Report 4-12-1933. When handed in at Local Office ____ 19__ Port of HULL.

No. in Reg. Book. 24277 Survey held at Hull. Date, First ~~Survey~~ and Last Survey 2/12/1933 (No. of Visits 1.)

on the Machinery of the ~~Wood, Iron or~~ Steel Ss CULMORE

Tonnage { Gross 469 / Net 181

Nominal Horse Power { 75

No. of Main Boilers 1 S.E.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 125 lbs/sq.

in Donkey Boilers ✓

Vessel built at Paisley By whom Row, McLachland & Co Ltd When 1921-7.

Engines made at ditto By whom ditto When do.

Boilers, when made (Main) 1921 (Donkey) None.

Owners W. A. Wilson Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Londonderry Voyage

If Surveyed ~~Afloat or~~ in Dry Dock Union. (State name of Dock.)

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned and Period expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A 1.33,30		✠ L.M.C 1-30
S.S Hull - No 2 - 30.		B.S. 5.32
		C.L. 3.30

Last Report No. ____ Port ____

Particulars of Examination and Repairs (if any) Gen. L.M.C. & T.S.

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 ✓

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. " Donkey " " " ✓

If this was not done, state for what reasons? Already done see Row Rpt.

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? ✓ 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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

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? No

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 2-12-33 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Propeller, Sea connection, Stern tube & Fastenings Examined
Screw Shaft drawn & Examined

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

The Machinery of this Vessel, as far as now seen, is in an Efficient condition & Eligible, in my Opinion, to remain as Classed with fresh record of L.M.C. 11.33. as recommended in Row. Rpt.

Survey Fee (per Section 29) ..... £ : :

Special Damage or Repair Fee (if any) (per Section 29.) ..... £ : :

Travelling expenses (if chargeable) ..... £ 1 : :

Fees applied for ____ 19__

Received by me, ____ 19__

Committee's Minute TUE. 19 DEC 1933

Assigned + Line 11.33

Dyke V. H. Robinson

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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