

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

(Received at London Office, 207-10-1940)

Date of writing Report 8-10-1940 When handed in at Local Office 8-10-1940 Port of Aberdeen

Survey held at Aberdeen Date, First Survey 3-10-1940 Last Survey 5-10-1940  
(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel St. CLEMENT

Gross 450 Vessel built at Aberdeen By whom Hall, Russell & Co. Ltd When 1928 Month 6  
Net 149 Engines made at Aberdeen By whom Hall, Russell & Co. Ltd When 1928

Boilers, when made (Main) 1928 (Donkey) -

Owners H. of Scot. & Cork & West. Ind. S.S. Co. Ltd Owners' Address -  
(if not already recorded in Appendix to Register Book.)

Managers - Port Aberdeen Voyage ✓

Main Boilers 180lb. ✓ Surveyed Afloat ✓ in Dry Dock No 3 Pontoon + Matthews Quay Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers -

st Report No. - Port -

Particulars of Examination and Repairs (if any) Part L.M.C. + T.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 sides 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.

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 ✓

Is 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Why was this not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

What was the latest date of internal examination of each boiler? 3-10-40 Present condition of funnel Efficient

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

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? ✓ and of the Donkey Boilers? ✓

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

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

Has the shaft now fitted been previously used? Yes Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What was the date of examination of Screw Shaft? 3-10-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 1/2 ft.

Engine 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? ✓

Was 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, the Ballast

Independent feed pumps, & pumping arrangements to be examined. Condensers to be examined

tested. As stated this will be done within one month's time.

WORK DONE: All cylinder valves & casings, crank, thrust, & intermediate shafting & bearings.

crank pins & brasses, all attached pumps, examined. Vessel placed on Pontoon,

propeller, propeller shaft, stern bush, all sea cocks & valves & their fastenings examined.

Main Boiler examined throughout, together with all mountings manholes etc. Mountings

overhauled & the safety valves adjusted under steam to the pressure stated above.

Main steam pipes tested to Rule Requirements (See Abn Rept. No 20057)

Repairs: Lower half of stern bush rewooded. L.P. bottom end brasses re-metalled H.P. piston rings

renewed Feed & Bilge pump rams renewed. Bilge pump suction & delivery valves & seal renewed.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, is

(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.)

CS 3,34,

now so far as seen, in good safe working condition & eligible in my

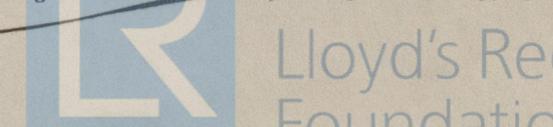
opinion to remain as now classed, with full record of survey + L.M.C. 10-40,

on completion of the survey, & notation of T.S.C.L. 10-40

Survey Fee (per Section 29) £ 7:0:0 Fees applied for 8-10-1940  
Special Damage or Repair Fee (if any) (per Section 29.) £ -  
Travelling expenses (if chargeable) £ - Received by me, C. Camshaw 19 1940

Committee's Minute Deferred  
Assigned 25.10.40

C. Camshaw 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

1177-0091

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

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