

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

(Received at London Office, 20 OCT 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- Last Survey 5-10-1940 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel *ST. CLEMENT*

Gross 450 Net 149 Vessel built at Aberdeen By whom Hall, Russell & Co. Ltd When 1928. 6. Engines made at Aberdeen By whom Hall, Russell & Co. Ltd When 1928. Boilers, when made (Main) 1928. (Donkey) - Owners H. of Scot. & Lk. & Shet. Ld. Owners' Address - (if not already recorded in Appendix to Register Book.) Managers - Port Aberdeen Voyage / Surveyed Afloat & in Dry Dock No 3 Pontoon & Maitland Quay Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. Port Particulars of Examination and Repairs (if any) Part 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 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 names 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?

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 is the latest date of internal examination of each boiler?

Present condition of funnel

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 screw shaft now been drawn and examined? 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 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?

What is the 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

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?

What is 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

Independent feed pumps, & pumping arrangements to be examined. Condenser to be examined & tested. As stated there will be done within one month's time.

Now 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 pump 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 & seat 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.)

Now so far as seen, in good safe working condition & eligible in my opinion to remain as now classed, with fresh 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 Received by me, 19

Committee's Minute Deferred 25 OCT 1940 Assigned 25 OCT 1940

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

Lloyd's Register Foundation 1177-0091