

Date of writing Report 25th June 1940 When handed in at Local Office 28.6.40 Port of Glasgow

No. in Book 4495 Survey held at Glasgow Date, First Survey June 3rd Last Survey 24th June 1940 (No. of visits 3)

4495 on the Machinery of the Wood, Iron or Steel SYLVAFIELD

Age { Gross 5709 Net 3392 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd When 1925-10

nominal Horse Power 640 Engines made at DO By whom W. Doxford & Sons Ltd When 1925

of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) 1925

of Donkey Boilers 2 Owners Northern Petroleum Tank S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure 1 Main Boilers Managers Hunting & Son Ltd Port Newcastle Voyage

Donkey Boilers 12000 If Surveyed Afloat or in Dry Dock Elderslie dry dock (State name of Dock.)

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

Previous Report No. Port

Particulars of Examination and Repairs (if any) during S.R.L.

Periodical Surveys, when held, must be reported in detail and serially 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.

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? No

Donkey " " " No

What was not done, state for what reasons? not done. (See 3rd rpt N = 62086)

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 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? No 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? No

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? No

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?

What 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"

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?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.?

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

essel placed in dry dock. Propeller, Sea and propeller fastenings examined

R.L. Bolts through Tank (forward and aft etc. pumps rest on this Tank) foundation angles re-secured and these two angles welded at top to D. B. Tank Seating riveting found satisfactory. It is recommended that the item "Defective riveting in seatings of fwd and aft etc pumps to be dealt with first conv. opportunity" be now deleted from S.R.L.

D.B.S partly held not dealt with at this time

General Observations, Opinion, and Recommendation:—The machinery so far 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, R.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

be working condition and eligible in my opinion to remain as classed without fresh record my (Delete from S.R.L. "Defective riveting in seatings of fwd & aft etc. pumps to be dealt with at conv. opportunity")

Survey Fee (per Section 29) £ : : Fees applied for 19

Additional Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Printing expenses (if chargeable) £ : : ✓

Committee's Minute GLASGOW 25 JUN 1940

Signed As now without S.R. Cond

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

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