

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

(Received at London Office)

MONDEC 30, 1913

Date of writing Report	27.12.	When handed in at Local Office	27.12.	Port of Leith
No. in Reg. Book.	Survey held at Leith.			Date, First Survey 10 th December, Last Survey 25 th December, 1913.
1923. on the Machinery of the Wood, Iron or Steel				No. of Visits
Tonnage { Gross 816				Master L. Robertson
Net 528	Vessel built at Glasgow.			YEAR. MONTH.
Registered Horse Power { 98	Engines made at Leith.			
No. of Main Boilers 1	Boilers, when made (Main) 1889			
No. of Donkey Boilers 1	Owners Keith Hall & Son Ltd. of Leith, Port. Leith.			
Steam Pressure— in Main Boilers 100.	If Surveyed Afloat or in Dry Dock Commercial Dry dock (State name of Dock)			Voyage.
in Donkey Boilers 50.	or aftast.			Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

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

Periodical Surveys, when held, must be reported in detail and variation 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?

Do.	Main	Donkey	"	"	"
Yes		Yes		Yes	Yes
No		No		No	No

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?

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

Yes	To what pressure were they afterwards adjusted under steam?
Yes	152 lbs
No	60 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes	To what pressure were they afterwards adjusted under steam?
Yes	152 lbs
No	60 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Yes	No	, and of the Donkey Boiler?
Yes	No	Yes
No	Yes	No

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

Yes	No	, and of the Donkey Boiler?
Yes	No	Yes
No	Yes	No

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

Yes	No	, and of the Donkey Boiler?
Yes	No	Yes
No	Yes	No

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? ✓ or two liners? Yes or is it without liners? ✓

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

Is the shaft now fitted new? Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 8"

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

Propeller shaft drawn apart and found satisfactory
 Propeller and propellers in good order
 Examined main boiler throughout and found satisfactory
 2 patches in outer combustion chamber taken off and
 removed being heavy and wasted.
 Examined donkey boiler throughout and found in
 good order.
 All safety valves adjusted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
 It 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.C. 9/11, or C.L.M.C. 9/11,
 140 b.s., F.D., &c.)
 as far as I am now in good order and fit for my
 opinion to remain as classed and to have record of 13.12.13
 T.S. 12.13.

Survey Fee (per Section 88) £ 1.10.

Fee applied for

Special Damage or Repair Fee (if any) £ :

(per Section 88.) £ :

Travelling Expenses (if chargeable) £ :

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B.S. due S. 1/3 ton Sheet

Leave Draft blank

*It is submitted that
this vessel is eligible for
T.E.E RECORD.* B.S. 12/13.

S. 12/13

J. K.
19.12.10