Rpt. 9.

# YACHT.

No. ~~14039~~ 18094

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

(Received at London Office 26 JUL 1930)

Date of writing Report 25.7. 1930 When handed in at Local Office 25.7 1930 Port of Southampton

No. in Y. Book. 965 Survey held at Cowes Date, First Survey 7.7.30 Last Survey 19.7 1930 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel t.s.s. yacht "XARIFA"

Tonnage { Gross / Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— In Main Boilers

In Donkey Boilers

Vessel built at Cowes By whom J.S. White & Co. Ld. When 1930

Engines made at do By whom do When

Boilers, when made (Main) do. 1930 (Donkey) 1930

Owners Frank Lin Guyer Esq Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Voyage

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

Last Report No. Port

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 now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|---|---|
| | | |

## Particulars of Examination and Repairs (if any) Repairs

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? only examined the parts mentioned below, water in boiler.

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? 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? 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? ✓

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Now done:-

S. Thrust shaft, Main boiler furnaces, C.C.s & lower end plates examined.

The Chief Engr. reported that on voyage to Southampton the S. Thrust shaft became overheated. This was opened up and it was found that the W.M. in the ahead pads had worn & the face of the thrust shaft was scored. The shaft was put in the lathe and skimmed up & replaced. The pads were renetalled and refitted.

It was also reported that there were signs of leakage in the C.C.s. These were examined and a few stays & tubes, slightly leaking, were made good. In the C.C.C. the same

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 now seen, is in a good and efficient condition and eligible to remain as classed.

L. K. Horne

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling expenses (if chargeable) 13 : 11

Fees applied for 25/7/1930

Received by me, 1.9.1930

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 1 AUG 1930

Assigned See F.E. Rpt.

(The Surveyors are required not to write on or above the space.)

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

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

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between saddle plate & gross neck was found to be leaking. This was caulked, steam raised & allowed to die off & the part again examined & found satisfactory.

A few stay nuts on the lower back end plate were noted to have been leaking slightly & were rejointed, examined after steam had been raised & found tight.

These defects would appear to have been caused by raising steam too quickly.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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