

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

(Received at London Office 9 JUL 1927)

Date of writing Report 6-7-27 19 When handed in at Local Office 7-7-27 19 Port of Luth

No. in Reg. Book. Survey held at Luth Date, First Survey 21-6-27 Last Survey 1-7-27 19 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Bk "GRAFFOE"

Tonnage { Gross 202 Net 88 Vessel built at Paisley By whom J. Fullerton & Co. When 1919-2

Engines made at Paisley By whom Fleming & Ferguson, Ltd When 1919

Boilers, when made (Main) 1919 (Donkey) -

Owners R. Martin Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port Granton Voyage

No. of Main Boilers 1

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 180 lb

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Commercial Dry Dock

(State name of Dock.)

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 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.

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? yes

Do. " Donkey " none

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? 185 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes 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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes, 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? no 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16

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

Vessel placed in dry dock. Examined propeller, after end of stern, outside fastenings of sea connections and found all in good condition.

Examined boiler internally and externally also safety valves and mountings of same and found all in good condition

Examined boiler under steam and adjusted safety valves to 185 lb. per sq. inch

Engines Repaired.

H.P. piston rod skimmed up and new neck and gland bushes fitted

The Owners' representative states that the machinery survey will be carried out within the year of Grace

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in a good and safe working condition and eligible in my opinion to remain as classed with record of B.S. 7.27

Survey Fee (per Section 25) £ 2 0 0 Fees applied for 8-4-1927

Special Damage or Repair Fee (if any) (per Section 25.) £ Travelling Expenses (if chargeable) £

Received by me, 20-7-1927

Committee's Minute TUES. 19 JUL 1927

Assigned Deferred B.S. 7.27

TUES. 21 FEB 1928

TUES. 24 JUL 1928

009682-009688-0234

L.S. 72. due 2.27 stated will be held

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.

within the year of grace

B.S. due 6.27. held.

It is submitted that  
this vessel is eligible for  
THE RECORD, B.S. 727

L.S.  
15/7/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation