

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

(Received at London Office **MUN. 22 MAR 1909**)

Date of writing Report 18th Dec 09 When handed in at Local Office 19th Dec 09 Port of Leith

No. in Book 66 Survey held at Leith Date, First Survey 1st July Last Survey 17th Dec 1908

on the Machinery of the Wood, Iron or Steel 45 " Cairnabahn " Master L. Johnston

Gross 1538 Net 944 Vessel built at Leith By whom J. Headhead & Co. When 1882

Engines made at Leith By whom J. Headhead & Co. When 1883

Boilers, when made (Main) 1883 (Donkey) 1900

Owners Cairns Noble & Co. (Glasg.) Port Newcastle Voyage ✓

If Surveyed Afloat or in Dry Dock Whinnyhugh dry dock (State name of Dock.) Afloat

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned or Period.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u>		<u>+LMC</u>
<u>1204</u>		<u>M.S. 1.05.</u>
<u>SS LEN 03-4, 96.</u>		<u>B.S. 12.04.</u>
<u>SS LEN 02-05.</u>		<u>NTS 00</u>

st Survey No. Port

Particulars of Examination and Repairs (if any) LMC.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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? also whether any damage report was made, and, 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 " " " Yes

Is was 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 82 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? Yes or is it without liners? ✓

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

Has shaft now fitted new? — Has it a continuous liner? — or two liners? — or is it without liners? —

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

Examined cylinders, pistons, skirts, pumps, condenser, crank, thrust, tunnel and screw shafts, all sea-cocks, pipes, life sustaining, valves and details and found in good condition.

Top half main turning brasses and bottom end brasses unaltered, and one bottom half crank pin brass unaltered. One life pump plunger unaltered and one turned up and retouched. Fuel pump plungers turned up and retouched. Thrust shaft turned up in lathe and refitted and shoes unaltered. Two tunnel half bearings unaltered. Main steam pipes tested and refitted.

Examined main boilers throughout and found in good order except the two furnace crowns of Starb' which were deformed. These have now been cut out and two new furnace crowns fitted, boiler tested after repairs hydraulic pressure to 112 lbs and found satisfactory. P. J. O.

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. 9.07, B.&M.S. 9.07, or L.M.C. 9.07, 140 lb., F.D., &c.)

Now in good order and slight in my opinion to remain as classified and to have next of +LMC. 3.09

Fee (per Section 28) £ 4 : 10 :

Damage or Repair Fee (if any) £ 4 : 1 :

Other Expenses (if chargeable) £ :

Fees applied for 20/31 1909

Received by me, 28/6/1909

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minutes TUES 23 MAR 1909

Signed + L.M.C. 3.09

FRI. 18 JUN 1909

Lloyd's Register Foundation

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

LH569-0341



SS No 3. due 4.08 & BS due 12.08  
now held.

N.B. - If this Report is copied by Copying Press, special 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.

Machinery & Boilers examined  
throughout -  
Two new gudgeon screws fitted  
in starboard main boiler & minor  
repairs effected.

It is submitted that  
this vessel is eligible for  
THE RECORD - LMC 309

S. 309 #22.  
22/3/09

Smoking boiler examined throughout and found in good order.  
Four Lashed gusset stays on Comb. chamber removed.  
New main funnel supplied & fitted.  
All safety valves adjusted as above.

H. A. Hake

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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