

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 17th Dec Last Survey 17th Dec 1909

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

Gross 1538 Net 944 Vessel built at South Shields By whom J. Headhead & Co. When 1882 10

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

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

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

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

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.	Year Assigned or Renewed.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC
1204		M.S. 1.05.
SS SEN ^o 3-4,96.		B.S. 12.04.
SS SEN ^o 2-05.		N.B.S. 00

Next 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 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 initials 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? no

Do. " " Donkey " " " no

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? no and of the Donkey Boiler? yes

Has the 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 the shaft now been changed? no If so, state reasons _____

Has the 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"

If the 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 sustains, valves and details and found or put in good condition.
 Top half main bearing brasses and bottom end brasses unaltered, and one bottom half crank pin brass removed, one life pump plunger removed and one trunk up and retouched, Fuel pump plungers trunk up and retouched, Thrust shaft trunk up in lathe and refitted and shoes unaltered, Two tunnel half bearings unaltered, Main steam pipes tested and refitted.
 Examined main boiler throughout and found in good order except the two furnace crowns of Star boiler which were defective. 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.T.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 classed and to have next of +LMC. 3.09

Fee (per Section 28) £ 4 : 10 :
 Damage or Repair Fee (if any) (per Section 28.) £ 4 : 7 :
 Printing Expenses (if chargeable) £ : :
 Total £ 8 : 17 :

Fees applied for 20/31 1909
 Received by me, 28/6/09

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

Committee's Minutes **WEDS 23 MAR 1909** **FRI. 18 JUN 1909**

Signed + L.M.C. 3.09.

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

A certificate required if so, to be sent to

\$\$ no 3. due 4, 08 & BS due 12. 08.
now held.

Machinery & Boilers examined
throughout.
Two new gurnee crowns fitted
in starboard main boiler & minor
repairs effected.

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

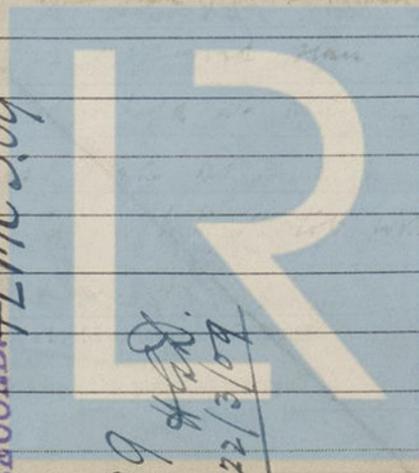
S. 309 #22.
22/3/09

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.

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

H. A. Halka

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



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