

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

No. 8328

Date of writing Report hour 10<sup>th</sup> 1921 When handed in at Local Office hour 10<sup>th</sup> 1921 (Received at London Office FRI 11 NOV. 1921) Port of DUNDEE

No. in Survey held at Dundee Date, First Survey \_\_\_\_\_ Last Survey \_\_\_\_\_ 19\_\_\_\_

8630 on the Machinery of the Wood, Iron or Steel S.S. "ARBROATH" Master \_\_\_\_\_ (No. of Visits \_\_\_\_\_)

Age { Gross \_\_\_\_\_ Net \_\_\_\_\_ Vessel built at Kotick By whom A. G. Heptum When 1909

Registered { Gross Power \_\_\_\_\_ Net Power \_\_\_\_\_ Engines made at do By whom do. When \_\_\_\_\_

No. of Main Boilers 2 Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_ Owners Dundee & London S. & Co. Port Dundee Voyage London

No. of Donkey Boilers \_\_\_\_\_ Owners \_\_\_\_\_ Port \_\_\_\_\_ Voyage \_\_\_\_\_

Working Pressure of Main Boilers 200 If Surveyed Afloat or in Dry Dock \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_

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 Allowed to expire.	Machinery and Boiler Surveys (including date of N.R., if any)
<u>Class contemplated.</u>		

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim 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 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?  Was a damage report made by anyone else? If so, by whom?

Did Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  Yes

Did Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?  Yes

Were any parts of the Boilers not thus thoroughly examined?  No

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?  No

Did Surveyor examine the Safety Valves of the Main Boiler?  Yes To what pressure were they afterwards adjusted under steam? 195 lbs sq"

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

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

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

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

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

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

Has new shaft now fitted new?  Yes Has it a continuous liner?  Yes 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? Complete.

Work done: Vessel placed in dry dock, propeller and sea fastenings examined and in good order. Tail shaft (continuous liner) drawn, examined & found in good order. Sea cocks and valves examined, examined & found or placed in good order. Pumping arrangements examined & found or placed in good order, and the alterations indicated in my letter of 1<sup>st</sup> hour 1921 have now been satisfactorily carried out. Cylinders, pistons & slides: crank, thrust & tunnel shafting, main & auxiliary pumps, and condensers all opened up, examined & found or placed in good order. Condensers tested & found good.

General Observations, Opinion, and Recommendation:—The engines & boilers of this vessel as now seen are in good order & safe working condition, and eligible in my opinion to have record of L.M.C. 11-21, and tail shaft seen 11-21.

Fee (per Section 28) £ \_\_\_\_\_ Fees applied for to Dundee 30/11/21 Received by me 9/12/21

Damage or Repair Fee (if any) (per Section 28.) £ 25 \_\_\_\_\_

Printing Expenses (if chargeable) £ \_\_\_\_\_

Committee's Minute \_\_\_\_\_ TUE. 20 DEC. 1921 \_\_\_\_\_ Assigned See Minute on Dec 26 8327



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

Is a Certificate required? If so, to be sent to Dundee. W1081-0163

S.S. Arbroath (Continued)

Both main boilers opened up & examined throughout & found in good order. The furnaces of the port boiler were found to be practically cylindrical. Those of the starboard boiler were found to be deflected. The maximum being  $\frac{13}{16}$  of the port furnace of this boiler. Both boilers were tested to 300 lbs  $\square$  hydraulic pressure & were found tight. The furnaces were carefully frayed under pressure, and no alteration in form was found.

The safety valves, doors & mountings were all examined & found in good order.

The safety valves were set under steam to 195 lbs per  $\square$ , & the engines & boilers found to be in good order under steam at a dock trial.

This vessel has also been under survey for a passenger certificate, and the boilers were approved by the Board of Trade for a working pressure of 195 lbs per  $\square$ .

Full particulars of scantlings etc. are sent herewith on first entry report.

John Mackenzie