

(Received at London Office) WED. APR. 26 1922

Date of writing Report 25 April 1922 When handed in at Local Office 19 Port of PLYMOUTH

No. in Book 345 Survey held at Plymouth Date, First Survey 9 Jan 22 Last Survey 24 April 1922
 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel 4 MST. Schooner "Flying Cloud"
 Vessel built at Bay Biloxi, Miss By whom Mississippi S.B. Corp When 1918-6

Registered Gross 878 Net 859 Engines made at By whom When ✓
 of Main Boilers ✓ Boilers, when made (Main) (Donkey) ✓
 of Donkey Boilers ✓ Owners The Duke of Westminster Port Plymouth Voyage Sperrick

of Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Great Western

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

CHARACTER OF Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 12 A1 1.21		✓
Salted & specially treated		
pt. G.I.B. (Hardwood trunnels)		

Report No. Port Particulars of Examination and Repairs (if any) Alterations

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 those 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? ✓ 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 Boilers fitted

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

Where a thorough examination 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? 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 Boiler? ✓

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 the screw shaft now been drawn and examined? 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 the screw shaft now been changed? If so, state reasons Yes Has it a continuous liner? In stern tube yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? working fit

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Semi-Diesel Engines to be installed at Sperrick -

Now done - Two new propeller shafts supplied and fitted in place.

Two new stern bushes complete supplied and fitted in Stern Tubes

Two new loose couplings supplied & fitted

Two new propellers supplied and fitted to shafts complete.

The exposed parts of the propeller shafts between the ends of the stern tubes and the A brackets, have been painted and served with Spunycum and canvas for protection.

Seacocks?

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.)

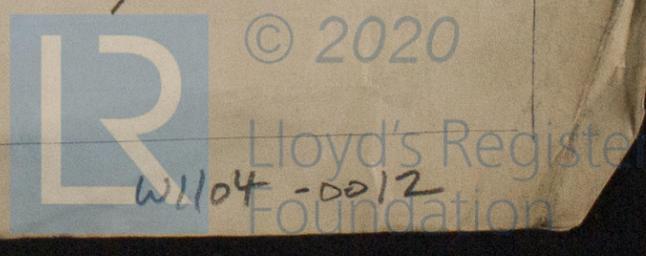
For the information of the Committee

Fee (per Section 25).....	£	:	:	Fees applied for
Damage or Repair Fee (if any).....	£	:	:	
Expenses (if chargeable).....	£	:	3.-	
				Received by me,
				19

John L. Long
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. AUG. #4 1922 FRI 18 JUL 1924

signed See minute on later report.



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

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

