

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

Date of writing Report 16-12-24 When handed in at Local Office 16-12-24 Port of Leith
 No. in Book Survey held at Leith Date, First Survey and Last Survey 11-12-1924 (No. of Visits)
 463 on the Machinery of the Wood, Iron or Steel Sc. 3 mst fr "CHEYENNE"
 (Gross) 4987 Vessel built at Newcastle By whom Ian Hunter & William Robson Ltd When 1908 12
 (Net) 3015 Engines made at Newcastle By whom Wallsend Slipway Ltd When 1908
 Nominal Power 440 Boilers, when made (Main) 1908 (Donkey) ✓
 of Main Boilers 4 Owners Anglo-American Oil Co Ltd Port Newcastle Voyage to be broken up
 of Donkey Boilers 1 Main Pressure -
 Main Boilers 180 lbs Managers J. Hamilton
 Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Imperial (Dry)
 (State name of Dock)

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

CHARACTER.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.	
Date of last Survey and of Periodical Surveys.	
+ 100 A.1	+ L.M.C. 6.21
10.24	B.S. 4.24
S.S.-CL3 No 3-6.21	T.S.C.L. 10.24
Carrying petroleum in bulk	
Fitted for oil fuel 4-11 F.P. above 150° F	

1st Report No. Port

Particulars of Examination and Repairs (if any) Damage

Technical 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 ideas 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 Yes, not accepted

Damage report made by anyone else? If so, by whom? D. B. Dermack & Son

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO

Donkey " "

not due for survey

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? "

Surveyor examine the Safety Valves of the Main Boiler? "

Surveyor examine the Safety Valves of Donkey Boiler? "

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? "

Surveyor examine the drain plugs of the Main Boilers? "

Surveyor examine all the mountings of the Main Boilers? "

New shaft now been drawn and examined? NO Is it fitted with continuous liner? "

Aft shaft now been changed? ✓ If so, state reasons -

Shaft now fitted new? ✓ Has it a continuous liner? "

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 16

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

Shaft when tested and survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Caused by grounding off Saint Monans, on the 11th Nov 1924.

Propeller blades badly buckled, end of stern bush scored, sea cock connections appeared in order.

It is stated that the vessel has been sold to Messrs P. & W. MacLellan, Troongate, Glasgow, for breaking up purposes. It is further stated that she has been sent to Bridgewater (Firth of Forth) for this purpose (See also Hull Rept) Leith

where tested and intendant.

General Observations, Opinion, and Recommendation:-

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.&H.S. 9.11, or *L.M.C. 9.11, 140 lb. F.D., &c.)

This report is forwarded for the information of the committee

(per Section 28) £ : / Fees applied for £ 19
 Charge or Repair Fee (if any) £ : / Received by me, £ 19
 per Section 28.
 Expenses (if chargeable) £ : /

tee's Minute TUES. 23 DEC 1924

a. See Minute on Wreck Report

R. J. Borthope
 Engineer Surveyor to Lloyd's Register of Shipping
 2020



Lloyd's Register
 Foundation

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