

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

(Received at London Office W.F.I. 30 MAR 1910)

Date of writing Report 19 When handed in at Local Office 29. 3. 1910 Port of Aberdeen

No. in Reg. Book. Survey held at Aberdeen Date, First Survey 23. 3. 10 Last Survey 24. 3. 1910 (No. of Visits 2)

819 on the Machinery of the Wood, Iron or Steel S.S. *Guerdon* Master *✓*

Tonnage { Gross 89 Vessel built at Aberdeen By whom A. Hall & Co. L^{td} Year 1908 Month 6
Net 39

Registered Horse Power 33 Engines made at " By whom " When 1908

No. of Main Boilers 1 Boilers, when made (Main) 1908 (Donkey) *✓*

No. of Donkey Boilers *✓* Owners J. Bonthron & A. Reid Port *Rispcaldy* Voyage *Fishing*

Steam Pressure in Main Boilers 120 lbs If Surveyed Afloat or in Dry Dock *By A. Hall & Co. Slipway* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *✓* (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) *Boilers & T.S.*

(Periodical 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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*

Do. " Donkey " " " *✓*

If this was not done, state for what reasons? *Boilers not due for survey*

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 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 *✓*

Is the shaft now fitted new? *✓*

Has it a continuous liner? *✓*

or two liners? *✓*

or is it without liners? *✓*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *a working fit*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Survey Complete.*

Vessel placed on Slipway. Tail shaft drawn, and together with propeller sternbush, and fastenings of sea cocks examined, and all found in good order. Sternbush rewooded in lower half & new pins fitted in guard ring.

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. 9,09, B.&M.S. 9,09, or L.M.C. 9,09, 140 lb., F.D., &c.)

seen, is in good & safe working condition, and in my opinion, eligible to remain as classed, without fresh record of survey but with entry "Tail shaft seen 3.10"

Survey Fee (per Section 28) £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 10

(per Section 28.)

Travelling Expenses (if chargeable) £ 2 : : Received by me, 10

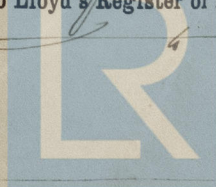
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. 1 APR 1910

Assigned

as noted.



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Screw shaft examined.

N.B.—If this Report is copied by Copying Press, especial 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.

It is submitted that
this vessel is eligible to
remain as CLASSED

S3.10 #42
30.3.10

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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