pt. 9.

YACHT

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 21210.

(Received at London Office 23 MAY 1952)

Date of writing Report 12.5.52 19 When handed in at Local Office 12.5. 1952 Port of SOUTHAMPTON

No in Reg. Book. Survey held at SOUTHAMPTON Date. First Survey 21/4/52 Last Survey 26/4/52 (No. of Visits 3)

2586 on the Machinery of the ~~Wood, Iron or Steel~~ COMPOSITE AUX: TWIN SC: KCH. GIROFLEE

Tonnage { Gross 44.55 Net 32.54 | Vessel built at DARTMOUTH By whom PHILIP & SON LTD. When Year 1928 Month 6

Nominal Horse Power { 17 | Engines made at BIRMINGHAM By whom AUSTIN LTD When

Boilers, when made (Main) ✓ (Donkey) ✓

Owners ALAN MACKAY Owners' Address AS RECORDED (if not already recorded in Appendix to Register Book)

Managers ✓ Port DARTMOUTH Voyage ✓

If Surveyed Afloat or ~~Dry Dock~~ ON HARD (State name of Dock.) BOTH. ON HARD

J. I. THORNYCROFTS, NORTHAM

of Main Boilers ✓

of Donkey Boilers ✓

Steam Pressure— Main Boilers ✓

Donkey Boilers ✓

Last Report—No. ✓ Port ✓

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 now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|---|---|
| ✠ (18) ~~2.38~~ 12.49 | | |
| ~~SS BES. 38~~ | | |
| ~~AS. BES. 2.38~~ | | |

~~CLASSIFICATION CONTEMPLATED.~~ Rest Shm Dec 49-9 Par Mot (class contemplated)

Particulars of Examination and Repairs (if any) DOCKING, PART L.M.C. & T.S.

Periodical 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 Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and details 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 through examination at this time? ✓

" Donkey " " " ✓

If not, 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? ✓

The latest date of internal examination of each boiler ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓ Present condition of funnel(s) ✓

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

Has the screw shaft now been drawn and examined? PoS YES Has it a continuous liner? NO , and of the Donkey Boilers? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Is an approved oil retaining appliance fitted at the after end? NO

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft PoS. 21/4/52 Has it a continuous liner? ✓

Is the stern bush CLOSE FIT Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓ State the wear down in the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

*Numbers, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.*

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

DONE:- DOCKING & T.S. The vessel placed on hard, propellers, underwater fastenings and screwshafts (withdrawn) examined and found in good condition. Alignment of shafting adjusted after wheedding of "A" brackets, checked and found satisfactory

DONE:- L.M.C. - MOTOR GENERATOR. The existing auxiliary motor has now been replaced by an AUSTIN CHIEF ENGINE, No 1G 453264. BORE 2.578 STROKE 3.50, 4.S.C.S.A. CYLINDERS 4 10 B.H.P. @ 1300 R.P.M. The engine has been satisfactorily installed and tried under working conditions

Special 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, BS 9,11, B&MS 9,11, ✠LMC 9,11 or LMC 140 lb., FD, &c.)

BS 3,34

The machinery of this vessel so far as now seen is in good and safe working condition, and eligible in our opinion, for classification in the Yacht Register with record of L.M.C. (with date) and T.S. 4.52.

Fee (per Section 29) £ : :

Damage or Repair Fee (if any) (per Section 29.) £ : :

Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

J. Kirkebas. & G. H. Crawford.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 16 MAY 1952

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

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

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