

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

(Received at London Office

26 JUL 1929

Date of writing Report 23<sup>rd</sup> July 1929 When handed in at Local Office23<sup>rd</sup> July 1929 Port of Leith

No. in Survey held at Burntisland

Date, First Survey 4<sup>th</sup> June Last Survey 10<sup>th</sup> July 1929

(No. of Visits 3)

on the Machinery of the Wood, Iron or Steel s/s "Sarastone"

Tonnage { Gross 2473  
Net 1490

Vessel built at Burntisland By whom Burntisland S. B. Co When 1929.

Engines made at Sunderland

By whom North Eastern Mar. Eng. Co. When 1929

Nominal Horse Power {

Boilers, when made (Main)

1929

(Donkey)

No. of Main Boilers

Owners Stone &amp; Rolfe Ltd

Owners' Address Burrows Chambers, Swansea

(if not already recorded in Appendix to Register Book)

Port Llanelly Voyage Sunderland

No. of Donkey Boilers

Managers

Steam Pressure—

If Surveyed Afloat or in Dry Dock On Stocks

(State name of Dock.)

in Donkey Boilers

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical SurveysYears  
elapsed  
since  
last  
surveyMachinery and Boiler  
Surveys  
(including date of N.B., if any)

Last Report No. Port

Particulars of Examination and Repairs (if any) Fitting Out.

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?

Do. " Donkey " " "

If this was not done, state for what reasons?

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?

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 shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

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

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

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

The sea cocks & valves have been efficiently fitted in place, & the sternframe has been bored out to receive the stern tube.

The vessel has been towed to Sunderland to have the Engines & Boilers fitted on board, & the survey will be completed at that Port.

The dates of survey of the principal parts are:-

Completion of fitting sea connections:- 5<sup>th</sup> July 1929.Boring out of stern frame:- 5<sup>th</sup> July 1929.

The Report on the Electric Light Installation will be forwarded shortly.

## 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., E.D., &c.)

The above is forwarded for the information of the Committee.

Survey Fee (per Section 28).....

Special Damage or Repair Fee (if any) (per Section 28.).....

Travelling Expenses (if chargeable).....

Committee's Minute

Assigned

Fees to be charged at Sunderland

Fees applied for

19

Received by me,

19

John Houston

Engineer Surveyor to Lloyd's Register of Shipping.

WED. 7 AUG 1929

See 76 Rpt

Lloyd's Register  
Foundation



For endorsement see  
J.B. Report.

J.B.  
7/18/29

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.