

# Report of Survey for Repairs, &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 Office 23<sup>rd</sup> July 1929 Port of Leith

No. in Reg. Book 3 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 Vessel built at Burntisland By whom Burntisland S. B. Co When 1929  
Net 1490 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 1 Owners Stone & Rolfe Ltd Owners' Address Burrows Chambers, Swansea  
(if not already recorded in Appendix to Register Book)  
Managers Port Blaneyly Voyage Sunderland

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock On Stocks  
Steam Pressure— in Main Boilers (State name of Dock.)  
in Donkey Boilers

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

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? \_\_\_\_\_

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys	Years allowed and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A 1</u>		<u>Class contemplated.</u>

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, 150 lb., E.D., &c.)

The above is forwarded for the information of the Committee.

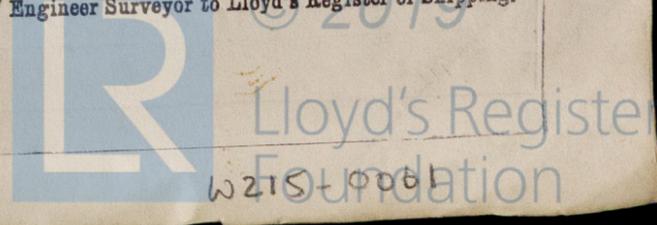
Survey Fee (per Section 28).....	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 28.).....		Received by me,
Travelling Expenses (if chargeable).....		19

Fees to be charged at Sunderland.

John Houston  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 7 AUG 1929

Assigned See 76 Rpt



ACROSS THIS MARGIN WRITE THE ANSWERS TO THE QUESTIONS

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

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

