

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

(Received at London Office

-4 JUL 1925

Date of writing Report 30 June 1925 When handed in at Local Office 2 July 1925 Port of West Hartlepool

No. in Survey held at West Hartlepool Date, First Survey 13 June 1925 Last Survey 29 June 1925

on the Machinery of the Wood, Iron or Steel S.S. CAIRNHILL ex "NITEDAL"

Gross 3901 Vessel built at West Hartlepool By whom Wm Gray & Co. Ltd When 1924

Net 2363 Engines made at ditto By whom Central Marine Engine Works When 1924

Boilers, when made (Main) 1924 (Donkey) 1924

Owners Macbeth Blackwood & Co. Ltd Port Glasgow Voyage

If Surveyed Afloat or in Dry Dock Gray's Hartlepool (State name of Dock.)

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.	Years since last Survey.	Machinery and Boiler Survey (including date of N.B., if any).

Last Report No. Port

Particulars of Examination and Repairs (if any) Classing

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? Yes Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. Aux " Donkey " Yes

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? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None , and of the Donkey Boiler? None

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted new? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 6"

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

Examined the cylinders, pistons and piston and slide valves, the crank, thrust tunnel and tail shafts, the condenser and pumps, donkey pumps and pumping connections and sea connections, the propeller, stern bush and outside fastenings, also the main and auxiliary boilers inside and outside with their safety valves and mountings and steam pipes externally. All found in good condition. minor adjustments made.

Examined the boilers & machinery under steam and adjusted the safety valves to working pressure.

General Observations, Opinion, and Recommendation:—This vessel's machinery (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 a note 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.C.C. 9,11, 140 lb., F.D., &c.)

is now in good and safe working condition and eligible to have notation LMC 6.25.

For particulars of machinery see the first entry report accompanying.

Survey Fee (per Section 26)..... £ 37.10.0

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

Travelling Expenses (if chargeable)..... £

Fees applied for 10.7.1925

Received by me, R.D. Shilston 10.7.1925

Committee's Minute TUES. 14 JUL 1925

Assigned LMC 6.25

CERTIFICATE WRITTEN

R.D. Shilston, 19 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W230-0161

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

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