

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

AUG 16 1939

(Received at London Office)

Date of writing Report 15<sup>th</sup> AUG. 1939 When handed in at Local Office 15<sup>th</sup> AUG. 1939 Port of SOUTHAMPTON  
 No. in Reg. Book 101 Survey held at SOUTHAMPTON Date, First Survey 21-11-39 Last Survey 28-7-1939  
 on the Machinery of the ~~Wood, Iron or Steel~~ T.W.N. Sc. Sch. "ALASTOR" (No. of Visits THIRTEEN.)

Tonnage { Gross 346.4 Vessel built at SOUTHAMPTON By whom GAMPER & NICHOLSONS, L<sup>td</sup> Year. Month. 1926-7<sup>th</sup>  
 Net 182.6 Engines made at WINTERTHUR By whom SULZER BROS. When 1926  
 Nominal Horse Power 172 Boilers, when made (Main) (Donkey) ✓  
 No. of Main Boilers ✓ Owners SIR JOHN C. E. SHELLEY-ROLLS, BART. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers ✓ Managers (if not already recorded in Appendix to Register Book.) Port PORTSMOUTH. Voyage ✓  
 Steam Pressure in Main Boilers ✓ # Surveyed Afloat ON SLIPWAY WHITE'S QUAY A Port PORTSMOUTH. Voyage ✓  
 in Donkey Boilers ✓ (State name of Dock.) SLIPWAY (ITCHEN)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) L.M.C. & ELEC EQUIPT

(Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓

" " 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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) GOOD.

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 Boilers? ✓

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? ✓

Is screw shaft now drawn and examined? NO 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? ✓

Is shaft now changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P 400 : 82" / 1000 : 91000

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? YES

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES

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

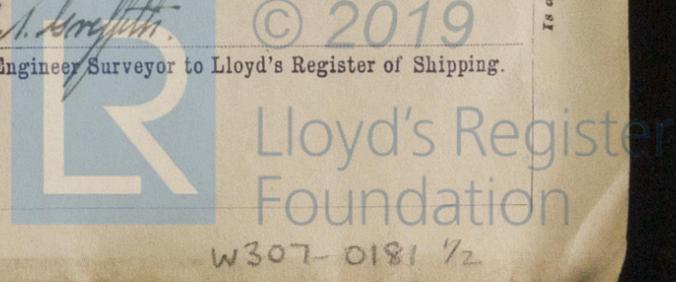
Now done for L.M.C. - The following Machinery Parts now examined & found or placed in good condition  
 Port & Starboard Main Engines: - All cylinders, Pistons, Valves & Valve seats, Connecting Rods and their tops, and bottom end brases, Guides, Pumps, (attached) Cranks, Thrusts, Clutch Reverse gear & Intermediate Shafts.  
 Aux engines examined in its entirety.  
 Independent Pumps, Pumping Arrangements, Windlass, Air Receivers (examined internally & externally)  
 Separate Fuel Tanks their fittings & connections examined and found satisfactory.  
 The Main & Aux engines tested under full working conditions with satisfactory results.  
 The Yacht placed on the Slipway, and the Propellers, Sea Connections together with their inside & outside fastenings examined & found satisfactory. P.T.O.

General Observations, Opinion, and Recommendation: - The Machinery of this Yacht is now in a good and efficient condition, and eligible in my opinion to remain as classed with fresh record of Survey L.M.C. 7, 39.  
 (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, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)  
 L.M.C. CS 3, 31.

Survey Fee (per Section 20) L.M.C. 12 + 12 = 0 Fees applied for 15-8-1939  
ELEC EQUIPT 3-3-0  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Received by me, 22/8/39  
MUR 23/8

Committee's Minute 5 SEP 1939  
 Assigned + dmb-7-39

A. S. Smith  
 Engineer Surveyor to Lloyd's Register of Shipping.



WRITE ACROSS THIS MARGIN.

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

CERTIFICATE WRITTEN

Now done for ELECTRICAL EQUIPMENT: - The Installation generally examined and tested under working conditions.  
 The fittings on all main and sub. distribution switchboards and boxes examined together with fuses & found satisfactory.  
 Electric cables generally examined and a megger test made on all motors & cables, and the insulation resistance found to be in accordance with the Rule Requirements.  
 Motors afterwards tried under working conditions and found satisfactory.

Attest  
A. Griffiths.

