

YACHT

No. 17421.

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

(Received at London Office JUN 1 1939)

Date of writing Report 15th May 1939, When handed in at Local Office 15th May 1939 Port of Southampton

No. in Book 654 Survey held at Southampton Date, First Survey and Last Survey 2nd May 1939 (No. of Visits 1)

Name on the Machinery of the Wood, Iron or Steel Iron & Steel "SONA"

Age { Gross 555 Net 247.77 Vessel built at Southampton By whom Bamford & Nicholls, Ld. When 1922-7 Engines made at Ipswich By whom Vickers, Peter Ld. When 1922

Original Power { Main Boilers of Main Boilers ✓ Donkey Boilers ✓ Owners Lord Camrose Owners' Address (if not already recorded in Appendix to Register Book.) Port Southampton Voyage -

Boilers, when made (Main) ✓ (Donkey) ✓ Managers - If Surveyed Afloat or in Dry Dock C&N Slipway (State name of Dock.)

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

Previous Report No. Port

Particulars of Examination and Repairs (if any) At LMC

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.

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? ✓

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Where this was not done, 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?

What is the latest date of internal examination 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 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? ✓

Were the screw shafts 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? ✓

Were the shafts now fitted previously used? ✓ If so, state reasons ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the 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.078 S.075

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

To complete the survey it will be necessary to comply with the whole of the Rule requirements except the examination of the underwater fittings. As stated, this will be done at the end of the present yachting season.

NOW DONE: Examined propellers, after ends of stern bushes and sea cocks and valves, opened out, with their fastenings.

General Observations, Opinion, and Recommendation: - Eligible, in my opinion, to remain as classed and to have fresh record of +LMC with date on completion of the survey.

(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.&N.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

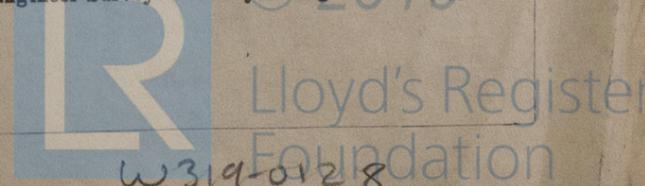
Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute Assigned As now

H. B. Rogers Engineer Surveyor to Lloyd's Register of Shipping.



FRI 9 JUN 1939

W319-0128

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

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