

YACHT.

No. ¹⁴³⁷⁶ 85592

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

(Received at London Office)

of writing Report. 1922 19 When handed in at Local Office 1922 19 Port of London (Spaswich)

Survey held at Spaswich Date, First Survey 9 Last Survey 2 JUNE 1922 (No. of Visits ONE)

on the Machinery of the Wood, Iron or Steel Vickers-Pettus Engines 251-2 Master

Vessel built at By whom When

Engines made at By whom When

Boilers, when made (Main) (Donkey)

Owners Port Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock)

Particulars of Examination and Repairs (if any) Spare gear

Medical Surveys, when held, must be reported in detail and seriatim 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 descriptions being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Image 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 " " "

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?

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 the 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 the shaft now been changed? If so, state reasons

Has the shaft now fitted new? 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 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?

Spare gear for yacht building by Messrs Camper Nicholson Ltd, Southampton

intended for the Duke of Westminster.

1 cylinder Head tested by hydraulic pressure to 560lb found tight & sound.

1 Fuel pump " " " " " 1200lb " " "

For identification stamped A.G.

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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)

The above parts have been despatched to Southampton.

Fee (per Section 25) £

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

Printing Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

Committee's Minute

Signature

Signature

FRI. 18 AUG. 1922

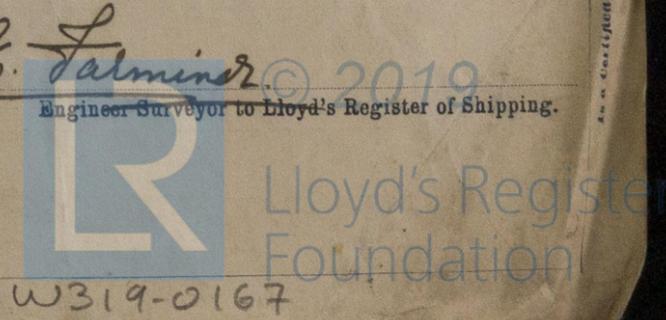
Signature

Signature

Signature

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

If so, to be sent to



W319-0167