

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

(Received at London Office)

29 JUL 1929

Date of writing Report 27 July 1929 When handed in at Local Office 27 July 1929 Port of Southampton  
 No. in Reg. Book. 4941 Survey held at Southampton Date of first Survey 26/7 Last Survey 26/7 1929  
 (No. of Visits) 1  
 on 1881 Machinery of the Wood, Iron or Steel Yacht RHODORA  
 Tonnage { Gross 1881  
 Net 1438.84 Vessel built at Southampton By whom Samuel & Sons Ltd When 1929 7  
 Engines made at Warrington By whom Johns Bros When 1929  
 Boilers, when made (Main) (Donkey)  
 Owners Rothschild Owners' Address Port Southampton Voyage  
 Managers (if not already recorded in Appendix to Register Book.)  
 No. of Main Boilers ✓ If Surveyed Afloat or in Dry Dock Southampton Water Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 No. of Donkey Boilers ✓  
 Steam Pressure in Boilers ✓  
 Donkey Boilers ✓

Report No. Port

Particulars of Examination and Repairs (if any) Completion of Rpt

Special surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and 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.

Where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined?

Damage report made by anyone else? If so by whom?

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

" " Donkey " " " "

Was not done, state for what reasons?

At parts of the Boilers could not be thus thoroughly examined?

At 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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

Shaft now been changed? If so, state reasons.

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?

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Complete.

Completing Rpt 13625 vide also Claming Letter 23/7/29

Main & auxiliary machinery tested under working conditions & found satisfactory.

It should be noted that the Revolution of the main engines were 220 revolutions.

The automatic governors on the generator engines were tested & found satisfactory.

The compass adjuster reported that the electric currents did not affect the compasses.

## 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, 120 lb., F.D., &c.)

Machinery of this vessel is now eligible, in my opinion, to be classified as mentioned in the Claming Letter of 23 July 1929 & L.M.C. oil Eng. and Cl. and for the rotation of Electric light to be assigned.

Fee (per Section 28) £ :  
 Damage or Repair Fee (if any) £ :  
 (per Section 28.)  
 Other expenses (if chargeable) £ :  
 Fees applied for  
 10  
 Received by me,  
 10

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 7 AUG 1929

Assigned

As none

W319-0198

Lloyd's Register Foundation



Outstanding must details for  
Classification Completed.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

This vessel is eligible to  
remain as CLASSED.

31/7/29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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