

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

(Received at London Office)

30 AUG 1927

Date of writing Report Aug 28 1927 When handed in at Local Office Aug 28 1927 Port of Falmouth  
 No. in Reg. Book. 24744 Survey held at Falmouth Date, First Survey T Last Survey Aug 26 1927  
on the Machinery of the Wood, Iron or Steel SS "Juchdairnie" (No. of Visits)  
 Tonnage { Gross 6596 Vessel built at Knighorn By whom Knighorn S.B. Co. When 1921-6  
 Net 4024 Engines made at Glasgow By whom J. Howden & Co. When  
 Nominal Horse Power 98 Boilers, when made (Main) 1921 (Donkey)  
 No. of Main Boilers 3WTB Owners J. Fletcher Owners' Address (if not already recorded in Appendix to Register Book)  
 No. of Donkey Boilers ✓ Managers Port Glasgow Voyage N. America  
 Steam Pressure—200 If Surveyed Afloat or in Dry Dock Harbour afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Main Boilers ✓ (State name of Dock.)  
 in Donkey Boilers ✓

Last Report No. 17601 Port SWS.Particulars of Examination and Repairs (if any) Rps

(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

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? NO

Do. " 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?

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 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 shaft now been changed? If so, state reasons

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? vessel afloat.

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

HP rotor slightly scored in way of carbon packing.  
Spare rotor fitted & minor repairs effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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, 144 lb., E.D., &c.)

So far as seen is eligible in my opinion to remain as  
classed without fresh record

Survey Fee (per Section 28) £ 1 Fees applied for

Special Damage or Repair Fee (if any) £ 1

Travelling Expenses (if chargeable) £ 1

Committee's Minute

FRI. 2 SEP 1927

FRI. 23 MAR 1928

Assigned

As now

R. C. Moffatt 2019  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W482-0401



*N. rotor changed*

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.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

*27*

*3/8/27*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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