

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

(Received at London Office DEC 28 1938)

Date of writing Report 27-12-1938, When handed in at Local Office 27-12-1938 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey and Last Survey 28 Nov 1938  
eg. Book. 6361 on the Machinery of the Wood, Iron or Steel S.S. "CHERITON" (No. of Visits 1)

Gross 245. Vessel built at Huddlesbros' By whom Smith's Dock Co. Ltd. When 1914. 9.  
Net 104. Engines made at Huddlesbros' By whom Smith's Dock Co. Ltd. When 1914.  
Nominal 88 Boilers, when made (Main) 1914. (Donkey) -  
orse Power 1 Owners' Address -  
o. of Main Boilers 1 Owners' Address -  
o. of Donkey Boilers 1 Managers B. De. Parker Port Hull. Voyage Fishing.  
Steam Pressure 180 lbs. # Surveyed Afloat or in Dry Dock N. 2 P. out on  
in Main Boilers 180 lbs. (State name of Dock.)  
in Donkey Boilers -

Last Report No. Port Particulars of Examination and Repairs (if any) D.C.

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?

Donkey " If this was not done, state for what reasons? Not prepared for survey

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.

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?

Has screw shaft now been 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?

Has shaft now been 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. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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

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

Has the Surveyor examined 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. Complete.

Note: On account of extensive bottom damage received during grounding at Rousay, Orkney Island on the 21st November 1938, it has been decided to scrap the vessel, and she has now left for Leith to be broken up.

General Observations, Opinion, and Recommendation: This report is forwarded

(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 R.L.M.C. 140 lb., F.D., &c.)

for the information of the Committee.

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

Special Damage or Repair Fee (if any) £ : : Received by me, B. McKellar for J. D. Avey

Travelling expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 6 JAN 1939

Assigned See back Report

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

© 2019

Lloyd's Register

W53170066