

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

(Received at London Office, DEC 28 1938)

Date of writing Report 27-12-38, When handed in at Local Office 27-12-38 Port of Aberdeen

No. in Survey held at Aberdeen Date, First Survey and Last Survey 28 Nov 1938
eg. Book. 6861 on the Machinery of the Wood, Iron or Steel S.S. "CHERITON" (No. of Vials 1)

Gross Tonnage 225. Net 104. Vessel built at Huddlesbros' By whom Smith's Dock Co. Ltd. When 1914. 9.
Engines made at Huddlesbros' By whom Smith's Dock Co. Ltd. When 1914.
Nominal Horse Power 88. Boilers, when made (Main) 1914. (Donkey) -
No. of Main Boilers 1. Owners B. De. Fisher & Co. Ltd. Owners' Address -
Managers B. De. Fisher & Co. Ltd. Port Hull. Voyage Fishing.
No. of Donkey Boilers -
Steam Pressure in Main Boilers 180 lb.
No. of Donkey Boilers -
Surveyed Afloat or in Dry Dock N° 2 Pontoon (state name of Dock.)

Last Report No. - Port -
Particulars of Examination and Repairs (if any) Dry.

Periodical Surveys, when held, must be reported in detail and seriatim 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? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

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? Complete.

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

Now done: Examined propeller & outside fastenings of sea connections.

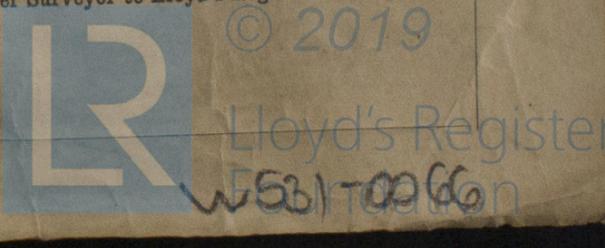
Note: On account of extensive bottom damage received during grounding at Rousay, Orkney Island on the 21st November 1938, it has been decided to scrap the vessel, and she has now left for Leith to be broken up.

General Observations, Opinion, and Recommendation: - This report is forwarded for the information of the Committee.

(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 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) £ : :
B. McKellar for J. Devey
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
JAN 6 1939
See book Report



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

SEE LIMITATION LIST.

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