

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

(Received at London Office)

Date of writing Report \_\_\_\_\_ in \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ in \_\_\_\_\_ Port of \_\_\_\_\_

No. in Reg. Book. 65635 Survey held at \_\_\_\_\_ on the Machinery of the Wood, Iron or Steel \_\_\_\_\_ TAYLOR

Gross Tonnage 204 Vessel built at Sackhampton By whom Wm. Summers & Co. Ltd. When 1914

Net Tonnage 83 Engines made at \_\_\_\_\_ do \_\_\_\_\_ By whom \_\_\_\_\_ do \_\_\_\_\_ When \_\_\_\_\_ do \_\_\_\_\_

Nominal Horse Power 37 R.P. Boilers, when made (Main) 1914 (Donkey) \_\_\_\_\_

No. of Main Boilers 1 Owners E.W. Taylor Owners' Address \_\_\_\_\_

No. of Donkey Boilers 1 Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 120 lb. If Surveyed Afloat or in Dry Dock in Crew's Slip Port Hull Voyage \_\_\_\_\_

in Donkey Boilers \_\_\_\_\_

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey	CHARACTER for Periodical Survey	Machinery and Boiler Survey (including date of S.B. if any)
<u>1100 FI</u>	<u>1236</u>	<u>11.7.C.</u>
<u>17. Dec. No. 2-137</u>	<u>12. Dec. No. 2-35</u>	<u>935</u>
		<u>10.36</u>
		<u>11.34</u>

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any)

(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 summarized 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 yes, not required

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

" " Donkey " " " " yes

If this was not done, state for what reasons? not due 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 \_\_\_\_\_ Present condition of funnel(s) efficient

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 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? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no 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 date of examination of Screw Shaft 16/4/37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft good fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? \_\_\_\_\_

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

now done for damage to propeller - particulars not given.

Yard placed on slipway propeller, screw shaft, stern tube bush and outside fastenings examined.

2 blades of propeller broken off.

Screw shaft tested in lathe and found true.

Repairs:- new cast iron propeller fitted.

stern tube bush rewooded.

## General Observations, Opinion, and Recommendation:-

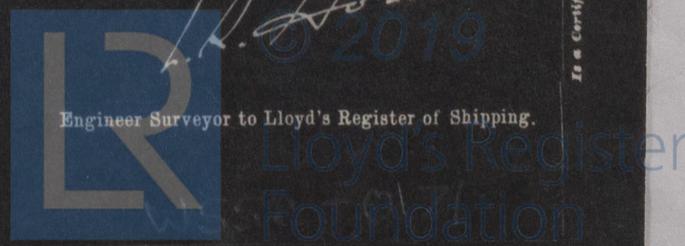
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. D.11, H.A.M.S. D.11, & L.W.C. D.11, or S.L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now seen, is in an efficient condition and eligible, in my opinion, to remain as classed with fresh Record of Cl. 4.37.

Survey Fee (per Section 29).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29).....	£ 1 : 1	Received by me,	10.6 19 37/12/16
Travelling expenses (if chargeable).....	£ : :		

Committee's Minute \_\_\_\_\_

Assigned As now



10m.1234.—Transfer ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to \_\_\_\_\_