

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

SAT. JAN. 18. 1913

(Received at London Office)

Date of writing Report 17/11 1913 When handed in at Local Office 17/11 1913 Port of GRIMSEY

Survey held at GRIMSEY Date, First Survey 9/11 Last Survey 10/11 1913
 on the Machinery of the Wood, Iron or Steel Sc. H. VARONIL Master 2nd

Gross 253 Vessel built at Selly By whom Bochrane & Sons When 1908-8
 Net 98 Engines made at Hull By whom L.D. Holmes & Co When 1908
 Registered Power 70 Boilers, when made (Main) 1908 (Donkey) ✓
 of Main Boilers 1 Owners Atlas & F. Ltd. (Fetter Bo. Works) Port Gurnisly Voyage Fishing
 of Donkey Boilers ✓ If Surveyed Afloat ✓ or in Dry Dock Dry Dock
 Main Boilers 180 (State name of Dock.)
 Donkey Boilers ✓

Particulars of Examination and Repairs (if any) Screw shaft

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where a damage report has not been 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

If a thorough examination was not done, state for what reasons? Not done

What parts of the Boilers could not be thus thoroughly examined? Not done

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? Not done

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? Not done

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? Not done

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? Not done

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? Not done

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? Not done

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? ✓ or is it without liners? Not done

Has the shaft now been changed? no If so, state reasons Not done
 Has the shaft now fitted new? Not done Has it a continuous liner? Not done or two liners? Not done or is it without liners? Not done

What is the distance between ligum vite of stern bush and top of after bearing of screw shaft? 1/8" Complete

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

The screw shaft and sea connection fastenings found satisfactory. Broken propeller renewed.

General Observations, Opinion, and Recommendation:— This vessel's machinery is eligible in my opinion to remain as classed without fresh record of survey. Notes 1.13.

Survey Fee (per Section 28)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.)	£	:	:	19
Colling Expenses (if chargeable)	£	:	:	Received by me,
				19

Committee's Minute

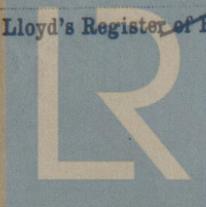
TUE. JAN. 21. 1913

Signed

as above

Embarked

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register Foundation

W 706-0053

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

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

Screwshaft Examined. Propeller renewed.

It is submitted that
the vessel is eligible to
remain as U.S. Mail.

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.

(2.)
20.1.13

S. 1. 13.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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