

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

MON. AUG. 24. 1914

(Received at London Office)

Date of writing Report 22/8/14 When handed in at Local Office 22/8/14 Port of GRIMSBY

No. in Reg. Book 2 Survey held at GRIMSBY Date, First Survey 30/7 Last Survey 20/8/1914 (No. of Visits three)

on the Machinery of the Wood, Iron or Steel S.S. "XERXES" Master _____

Tonnage { Gross 243 Net 96 Vessel built at Selby By whom Cochrane & Sons When 1908-5

Registered Horse Power 80 Engines made at Hull By whom E. D. Holmes & Co When 1908

No. of Main Boilers 1 Boilers, when made (Main) 1908 (Donkey) _____

No. of Donkey Boilers 1 Owners Buckworth & Mumby Ltd Port "Swansea" Voyage Fishing

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock (at Mumby's Docks) Fish Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers _____

Last Report No. _____ Port B&F

Particulars of Examination and Repairs (if any) sc: shaft

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
X for Special Survey.		
Date of last Survey and of Periodical Surveys.		
<u>1-100A1</u>		<u>1-L.M.C.</u>
<u>Stm Trawl</u>		<u>L. 12</u>
<u>12.13</u>		
<u>S.S. Svs No 1-12</u>		<u>S. 2.13</u>

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? Yes 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? Yes

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? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

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? Yes, and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? _____

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? _____ or is it without liners?

Has shaft now been changed? No If so, state reasons _____

Is the shaft now fitted new? _____ Has it a continuous liner? _____ or two liners? _____ or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

The boiler examined throughout, and found in good working condition.

The screw shaft, propeller, and sea connection fastenings found satisfactory.

General Observations, Opinion, and Recommendation:— This vessel's machinery is
(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, E.S. 9,11, E.&M.S. 9,11, or X L.M.C. 9,11, 149 lb., F.D., &c.)
slightly in my opinion to remain as classed with fresh records of 180 lb. Note S.S. 14

Survey Fee (per Section 25) £ 1-0-0 Fees applied for 22/8/14 CM

Special Damage or Repair Fee (if any) £ : : _____

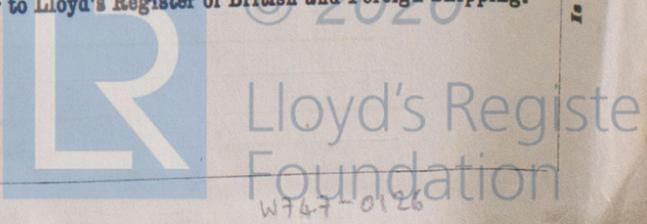
Travelling Expenses (if chargeable) £ : : _____

Received by me, 26/8/14 CM
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUE. AUG. 25, 1914

Committee's Minute _____

Assigned 22/8/14



If so, in the Report sent now, or when will it be sent?

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

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

Blane 5.14 rod lead
Screw shaft bands

It is submitted that
this vessel is eligible for
THE RECORD.

BS 8.17
58.17

SP
24.8.14

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.

[Faint, mostly illegible handwritten text in the main body of the page, possibly bleed-through from the reverse side.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

