

WED. JAN. 21. 1974

(Received at London Office

(Periodical Surveys, when held, must be reported in detail and serialim 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.

Was a damage report made by anyone else? If so, by whom?

Do.	"	Donkey	"	"	"
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And what parts of the Boilers could not be thus thoroughly examined?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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 Boiler?

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* or two liners? *✓* or is it without liners?

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

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?

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

Examination made of Screw & Thrust Shaft  
Sea connection and their fastenings Hammer &

Repair: New Guard strip fitted over 5 Kern Buck

*[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, S.A.M.S. 9/11, or X.L.M.C. 9/11, 140 lb., P.D., &c.]*

The machinery of this vessel as seen is in good order, and in my opinion this vessel is eligible to remain as now classed with records of tail end seen 4-104

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

FRI. JAN. 23. 1914

Assigned

As cont.

to Johnstone

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

Lloyd's Register  
Foundation

4-765-0025



Screw Mast- Stand.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

S. 1. 14.

Ans.  
22. 1. 14

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copy,ng paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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