

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

(Received at London Office WED. AUG. 26. 1914)

Writing Report 25.8.14 When handed in at Local Office 25.8.14 Port of GRIMSBY

Survey held at GRIMSBY Date, First Survey 6.8.14 Last Survey 19.8.14.19

on the Machinery of the Wood, Iron or Steel Sc. Yl. "CLIFTON" Master Sepe

Gross 242 Vessel built at Selby By whom Cochrane & Sons When 1906-3

Net 125 Engines made at Hull By whom C. D. Holmes & Co When 1906

ed } 63 Boilers, when made (Main) 1906 (Donkey)

in Boilers 1 Owners J. C. & F. Moss Port Grimsby Voyage Fishing

Key Boilers 180 If Surveyed Afloat or in Dry Dock Fish

Boilers 180 (State name of Deck.)

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100A1</u>		<u>1-L.M.C. 6.10</u>
<u>Str. Trawler</u>		<u>B.S. 9.13</u>
<u>8.13</u>		
<u>S.S. Yms No. 1-10</u>		<u>S.10-12.</u>

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

Particulars of Examination and Repairs (if any) See sketch

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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 refused?

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

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " " Yes

not done, state for what reasons? Yes

Parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? Yes

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

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

How often changed? None If so, state reasons \_\_\_\_\_

Shaft now fitted new? Yes Has it a continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Distance between lignum vite of stern bush and top of after bearing of screw shaft? Rewooded.

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

essel placed in dry dock. Screw shaft, stern tube and bush, propeller and connections examined and found or put in order.

Cylinders, condenser, and all pumps opened out, examined and found or put in order. Pistons and rods, slide valves and rods, connecting rods, gear, beaplate, thrust block, crank & thrust shafts examined and found or put in order.

Repairs done. Stern bush rewooded and new guard ring fitted. H.P. M.P. valve spindles skimmed up and rebushed. All pump rods skimmed and rebushed. Main steam pipe annealed examined & tested to 360 lbs. Gear and mountings examined and found or put in good condition.

2 rivets renewed. Stb. furnace connection to front plate, Lin furnace ditto. Safety valves adjusted as above.

Observations, Opinion, and Recommendation:— The machinery of this vessel requires 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 what 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 L.M.C. 9.11, 12, 13, 14, &c.)

is eligible in my opinion to remain as classed and to have record 1-L.M.C. 8.14 and Screw shaft seen 8.14.

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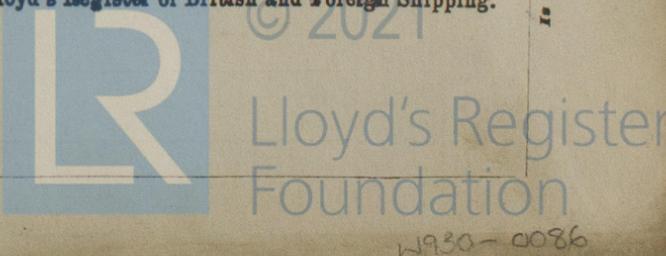
Section 100) £ : :

Surveyor's Minute FRI. AUG. 28. 1914

+ L.M.C. 8.14.

Received by me, W.H. Robertson £ 28/10

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



S.S. No 2 au 3.14 2nd class

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

+ LMC 8.17

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.

S.S. 17.

*[Signature]*  
26.8.14

*[Faint, mostly illegible handwritten text in a ledger format, possibly containing ship details and survey data.]*

**RECEIVED**

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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