

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

(Received at London Office AUG 10 1915)

Date of writing Report 28 Aug 1915 When handed in at Local Office 21 AUG 1915 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 26 April Last Survey 23 August 1915  
 on the Machinery of the ~~Wood, Iron or Steel~~ Motor Boat "Cristo" Master (No. of Vents 5)

Tonnage { Gross \_\_\_\_\_ Net \_\_\_\_\_ Vessel built at Wivenhoe By whom Rennie Forrest & Co 1268 When \_\_\_\_\_

Registered { Horse Power \_\_\_\_\_ Engines made at Rollender Motors By whom \_\_\_\_\_ When \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

No. of Donkey Boilers \_\_\_\_\_ Owners \_\_\_\_\_ Port \_\_\_\_\_ Voyage \_\_\_\_\_

Steam Pressure in Main Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_

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

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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

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? 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 the time? Do. " Survey " confined " Donkey " \_\_\_\_\_

If this was not done, state for what reasons? No 1268

And what parts of the Boilers could not be thus thoroughly examined? New head

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? 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 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? Is it fitted with continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_

Has shaft now been changed? 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 vite 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?

At Mr J Hookings L<sup>d</sup> Dockhead examined propeller shaft - stem tube & bush and propeller shaft - intended for above of building by Mr Rennie Forrest of Wivenhoe being their No 1268 & found same satisfactory propeller shaft - steel - 70 liners - diameter 5 7/8" propeller 3-bladed - solid - diameter 4-8" pitch 3'-6" Area. 8.8 sqft Shaft forged by The Iron Forge Co L<sup>d</sup> Rotherham

Shaft stamped

LLOYDS
N <sup>o</sup> 670
14. 9. 15
T R B

JAB

Plan of above with sister vessel No 1269 of Leele

## 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. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The above submitted for the Committee's information

Survey Fee (per Section 25).....	£ : :	Fees applied for
Special Damage or Repair Fee (if any).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	
		19
		Received by me,
		19

Thomas Blackie  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 26 APR. 1916

Assigned see hon fe rpt 78126

TUE 5 JUN 1917  
 FRI. 30 NOV. 1917



Insert Character of Ship and Machinery precisely as in the Register Book. If so, to be sent to