

Instructions for the Special Survey No.2 of the Sc.Tug "ALTATA"

For the Special Survey No.2 of this vessel she should be placed on the slipway for the examination of the bottom, rudder, stern frame and stem. The holds, coal bunkers, and the fore and after peaks should be cleared for examination. The limber boards and at least 3 strakes of ceiling on each side fore and aft where fitted, should be removed so as to admit of the proper examination of the cementing, ^{floor} frames, framing and plating, including those in the machinery space. The chain cables should be ranged for examination and the length and size of the same measured and reported on. It may be observed that the original cables supplied to this vessel consisted of 123½ fathoms of 11/16" chain cable and 45 fathoms of 8/16" stream chain. The anchors on board the vessel should also be carefully examined and reported upon by the Surveyor, and for his information it might be observed that the anchors supplied to this vessel when built were, 2 bows, 1 stream and 2 kedges. The masts, rigging and general equipment should also be carefully examined, and the condition of the same, as well as the condition of the decks and all parts of the hull should be described on the report form to be sent for the purpose. The Surveyor should also state what repairs he found to be necessary, whether those repairs are due to damage or to wear and tear, and to state on his report what repairs if any were recommended by him and what repairs have been effected to the hull of the vessel during the time the vessel was under his survey.

The vessel should be placed on the slipway. The screw shaft, drawn in and examined. The propeller, stern bush, sea-connections and their fastenings, cylinders, pistons, slide valves, pumps, condensor, crank shaft, thrust shaft and tunnel shaft examined. The main and donkey boilers should be opened and carefully examined inside and outside, and the condition of the various parts, together with the safety valves, examined, and if found in good condition, such as shell, stays

tubes, tube plates, combustion chambers, screw stays and furnaces, the safety valves to be afterwards adjusted under steam to a safe working pressure which should not exceed the pressures for which the boilers were originally constructed viz.- Main boiler pressure 75 lbs. Donkey Boiler pressure 75 lbs. In the event of the boilers being found defective in any way, the Surveyor should make the necessary recommendations as to repairs requisite which should be stated on the report, and also the repairs actually executed. The safe working pressure to which the safety valves are to be adjusted should be determined by the actual condition of the boilers. The Surveyor should state on the report in detail the result of the examination of each part of the machinery above enumerated and also whether the heating surfaces of the boilers are properly clean.

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