

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

(Received at London Office)

MON. 27 MAR. 1922

Date of writing Report 22 March 1922 When handed in at Local Office

19

Port of Amsterdam

No. in Book. Survey held at Delft Date, First Survey 4 Last Survey 20 March 1922 (No. of Visits one)

118 on the Machinery of the Wood, Iron or Steel S. MACHADO ex Torbutt Master

Name Gross 943 Net 554 Vessel built at Westbury By whom E. J. Smith &amp; Son When 1922

Registered Horse Power 105 Engines made at Hooper and By whom E. J. Smith &amp; Son When 1922

of Main Boilers two Boilers, when made (Main) Hooper and (Donkey) -

of Donkey Boilers - Owners F. R. Howe &amp; Co. Port New Port Mon Voyage Rotterdam

Main Boilers 1064 If Surveyed Afloat or in Dry Dock (State name of Dock.) Delft Harbour

Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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? not required Was a damage report made by anyone else? If so, by whom? Mr. R. G. Brown for underwriter

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

Do. " Donkey " " " -

this was not done, state for what reasons? -

and what parts of the Boilers could not be thus thoroughly examined? -

to 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? -

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

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

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

the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -

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

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

shaft now been changed? - 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? -

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

Damage stated to have been sustained through an outbreak of fire in engine room on the 17th of March 1922 whilst lying moored in the harbour of Delft. The engine to be thoroughly overhauled for examination. In L.P. cylinder in view of upper part near cylinder cover a crack on the moment in mechanism in consequence, the vessel has sailed for Rotterdam where the engine will be red as per above and the L.P. cylinder opened out for further examination. The Surveyors in Rotterdam are advised and a copy of this report has been forwarded to Rotterdam.

## 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, &amp;c.: thus, for example, B.S. 9,11, B.&amp;M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &amp;c.)

For the Committee's information

Survey Fee (per Section 25) £ 24  
 Special Damage or Repair Fee (if any) (per Section 28.) £ 26  
 Travelling Expenses (if chargeable) £

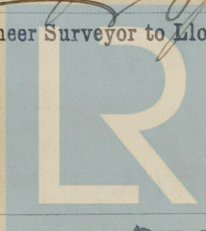
Fees applied for 19  
 Received by me, 19

Committee's Minute Fri Mar 31. 1922

Assigned As now subject

FRI. 12 MAY. 1922

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002174-002183-0201

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

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



Damage due to fire in engine room  
while vessel was lying in harbour.  
Slight crack noticed in L.P. cylinder.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**. subject to the  
I.P. cylinder being specially  
examined or renewed before  
the end of March 1923,  
and the L.P. cylinder being  
opened out & examined on  
vessel's arrival at  
Rotterdam.

Paul L. J.  
29/3/22.

N.B.—If this Report is copied by Copving 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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