

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

(Received at London Office)

MAR. 27 MAR. 1922

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

10

Port of Amsterdam

No. in Survey held at Delft

Date, First Survey 6 March Last Survey 10 March 1922

(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S/S "MACHADO" ex Torbik Master

Gross 943  
Net 554

Vessel built at Westerbork

By whom E. J. Smid &amp; Zoon

When 1922

Registered 105  
Horse Power

Engines made at Hoogerland

By whom E. J. Smid &amp; Zoon

When 1922

of Main Boilers two

Boilers, when made (Main)

1922

(Donkey)

of Donkey Boilers

Owners F. R. Howe &amp; Co

Port New port

Mon Voyage Rotterdam

Main Boilers 186 lb

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Delft Harbor.

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

CHARACTER.	Years Assigned now aspirant.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> For Special Survey. Date of last Survey and of Periodical Surveys.		<input checked="" type="checkbox"/> L M
<i>Contemplated</i>		

Previous 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 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.

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? For repair not followed. Was a damage report made by anyone else? If so, by whom? M. Landrook for underwriters

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

Do. " Donkey " " " "

This was not done, state for what reasons? "

What parts of the Boilers could not be thus thoroughly examined? All parts accessible

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? "

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?

Wounded at owners request to examine Port Boiler & I.P. Cylinder  
It has been reported that during the trial trip the Port Boiler became short  
of water. The Boiler has been opened out for examination.  
2nd boiler in conjunction with owners representative and no damage whatever  
was found. Boiler in good working order.  
I.P. Cylinder isolation removed. Found a crack in way of I.P. slide valve  
head. ~~crack~~ crack bled off & a proper fitting patch fitted and 2 x 1"  
renewed stays fitted and in our opinion satisfactory. We'd however cylinder  
to be again examined or renewed before the end of March 1922

General Observations, Opinion, and Recommendation:— This vessel's Machinery  
(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.)

in good working order and she is eligible in our opinion to  
be classed as per this first entry report 86056

Survey Fee (per Section 28) £

£

Special Damage or Repair Fee (if any) (per Section 28.)

£

Travelling Expenses (if chargeable) £

£

Fees applied for

19

Received by me,

19

Committee's Minute

FRI. MAR. 31 1922

TUE. AUG. 29 1922

Assigned

+ L.M.C. 3.22

Note lines

Subject

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

002174-002183-0202

Lloyd's Register  
Foundation

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