

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

(Received at London Office) SAT. 22 JUL. 1922

Writing Report 21<sup>st</sup> July 1922 When handed in at Local Office 21<sup>st</sup> July 1922 Port of Bristol.  
 Survey held at Avonmouth. Date, First Survey 12<sup>th</sup> July Last Survey 18<sup>th</sup> July 1922.  
 (No. of Visits 6)  
 on the Machinery of the Wood, Iron or Steel S.S. Emil Georg v. Stauss  
 Gross 5311 Vessel built at Emden By whom Nordsee-Werke When 1914  
 Net 3229 Engines made at Vegesack By whom Bremer Vulkan When 1914  
 (Donkey)   
 Main Boilers Boilers, when made (Main)   
 Owners Steaua de Romana Port Constantia Voyage The Tyne.  
 If Surveyed Afloat or in Dry Dock Avonmouth Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 (State name of Dock.)

Report No. \_\_\_\_\_ Port Seaworthy  
 Particulars of Examination and Repairs (if any) Certificates & Boiler Repairs.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where a damage report has not been made a special damage report he is required to state whether he offered his services for this purpose, and why they were not accepted?  
 Was a damage report made by anyone else? If so, by whom?  
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes  
 " Donkey " " " No.  
 If not done, state for what reasons?  
 If parts of the Boilers could not be thus thoroughly examined?  
 If 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?  
 Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq"  
 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? Yes, and of the Donkey Boiler? Yes  
 Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes  
 Screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?  
 Shaft now fitted new? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?  
 The distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft?  
 If survey is not complete state what arrangements have been made for its completion and what remains to be done?

This vessel has left for the Tyne where the boilers require to be further examined and repaired. The owners representative stated that the vessel is also to undergo survey for classification at the same time. Newcastle surveyors advised.

Examined the main boilers internally and externally and found several boiler tubes in all back ends choked and all furnaces distorted. All choked tubes have been cleared and about 25 per cent expanded. The furnaces worst distorted were:-

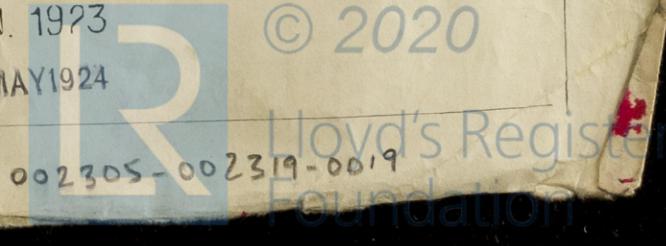
Port Boiler - starboard and centre furnaces down about 2 1/2 to 3 in the quarter.  
 Starboard Boiler - starboard furnace down about 2 1/2 on the crown.  
 On account of the distortion of the furnaces the boiler pressure has been reduced from 210 lbs/sq" to 180 lbs/sq" and the safety valves adjusted accordingly.

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, 149 lb., F.D., &c.)  
 The above is reported for the information of the Committee.

Fee (per Section 28)	£	Fees applied for
Repair Fee (if any)	£ 6.6.0	July 19 1922
(per Section 28.) Sunday Fee	£ 2.2.0	Received by me
Expenses (if chargeable)	£ 1.0.0	<i>[Signature]</i>

*S. J. Dorey*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Signed *See Nwe Rpt 75877*  
 FRI. SEP. 15 1922  
 TUE. 2 JAN. 1923  
 TUES. 20 MAY 1924



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

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