

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

(Received at London Office THU. OCT. 12. 1911)

Date of writing Report 11<sup>th</sup> Oct. 1911 When handed in at Local Office 11<sup>th</sup> Oct. 1911 Port of Amsterdam

No. in Reg. Book. 19 Survey held at Amsterdam Date, First Survey and Last Survey 10<sup>th</sup> Oct. 1911 (No. of Visits One)

19 Supp. on the Machinery of the Wood, Iron or Steel S.S. "Emerald Wings" Master                     

Tonnage { Gross 3116 Vessel built at St. Glasgow By whom Russell & Co. When 1911  
          { Net 1992 Engines made at St. Glasgow By whom Clyde S. B. & Co. Ltd. When 1911  
Registered { Boilers, when made (Main)                      (Donkey)                       
Horse Power {  
No. of Main Boilers                       
No. of Donkey Boilers                      Owners M. Hallett & Co. Port Cardiff Voyage                       
Steam Pressure—  
in Main Boilers                      If Surveyed Afloat or in Dry Dock Afloat Liberia Pl.  
in Donkey Boilers                      (State name of Dock.)

Last Report No.                      Port                     

Particulars of Examination and Repairs (if any) Repairs.

Periodical Surveys, when held, must be reported in detail and serially 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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired	Machinery and Boiler Surveys (including date of N.B., if any).
100A1 (Class contemplated)		

On 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 this time?                     

Do. " " Donkey " " " "                     

If this was not done, state for what reasons?                     

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

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                     

Has the shaft now fitted new?                      Has it a continuous liner?                      or two liners?                      or is it without liners?                     

State the distance betweenignum vitae of stern bush and top of after bearing of screw shaft?                     

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Complete.

As per letter from Glasgow Surveyors:-

A new condenser door, sent on by Builders, has now been fitted in replacement of the after one, stated to have cracked on the trial trip.

General Observations, Opinion, and Recommendation:— The machinery of this vessel,  
(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. 6, 10, B. & N.S. 6, 10, or L.M.C. 6, 10, 140 lb., F.D., &c.)  
is eligible, in my opinion, to remain as classed without fresh record.

Survey Fee (per Section 98).....	£ : :	Fees applied for 19 Received by me, 19
Special Damage or Repair Fee (if any)..... (per Section 98.)	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

E. J. Wilbers  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. OCT. 13. 1911  
Signed + L.M.C. 9.11.



003541-003548-0030

A new condenser door has now  
 been fitted this completion, the survey  
 for classification  
 is submitted that  
 this vessel is eligible for  
**THE RECORD + LMC 9 II.**

N.B.—If this Report is copied by Copying Press, special 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.

DRR JWR  
 "Loke"



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN