

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

(Received at London Office 21 DEC 1926)

Date of writing Report 20<sup>th</sup> Dec 1926 When handed in at Local Office 21 DEC 1926 Port of London

No. in Reg. Book. Survey held at Gillingham Date, First Survey 4 Last Survey 14<sup>th</sup> Dec 1926  
(No. of Visits one)

80931 on the Machinery of the Wood, Iron or Steel TWIN SC. "RAZMAK"

Tonnage { Gross 10602  
Net 4937 Vessel built at Greenock By whom Harland & Wolff & Co When 1925. 2

Nominal Horse Power 1949 Engines made at Belfast By whom Harland & Wolff & Co When 1925  
Boilers, when made (Main) (Donkey)

No. of Main Boilers 2 S.B. Owners P & O. S. N. Co Owners' Address \_\_\_\_\_  
(If not already recorded in Appendix to Register Book).

No. of Donkey Boilers \_\_\_\_\_ Managers \_\_\_\_\_ Port \_\_\_\_\_ Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 215 lb If Surveyed Afloat or in Dry Dock in Gillingham D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Dry

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.

In 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? no

Do. " Donkey " " " \_\_\_\_\_

If this was not done, state for what reasons? B.S. not due

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? no Is it fitted with continuous liner? \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? \_\_\_\_\_

Has shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_

Has the shaft now fitted been previously used? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? \_\_\_\_\_

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? P & S. 1/8"

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

Vessel placed in dry dock. Fastenings of propellers stem tubes and sea connections examined.

## General Observations, Opinion, and Recommendation:—

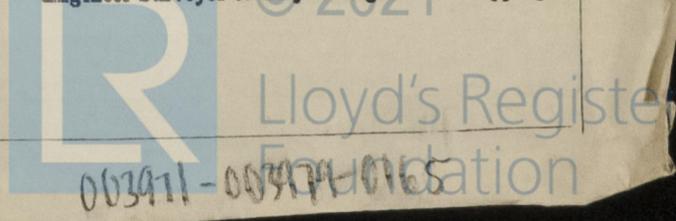
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B. & M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

The machinery of this vessel is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 28).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,

Committee's Minute \_\_\_\_\_  
Assigned As now

Alex Ewing  
Engineer Surveyor to Lloyd's Register of Shipping.



003911-003911-0165

THIS MARGIN IS RESERVED FOR THE SURVEYOR'S USE ONLY. IF STOCKHOLDERS STATE MECHANICAL TESTS ARE REQUESTED, STATE THE SURVEYORS ARE REQUESTED TO WRITE NOT TO WRITE

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

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

*Working.*

*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

*D.  
24/12/26.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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