

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

SAT. JUL. 16 1921

(Received at London Office)

- 6 JUL 1921

Port of LIVERPOOL.

of writing Report

19

When handed in at Local Office

Survey held at Liverpool Date, First Survey June 1<sup>st</sup> Last Survey July 1<sup>st</sup> 1921

on the Machinery of the Wood, Iron or Steel of Hesperia Master

Gross 3922 Net 2406 Vessel built at Flensburg By whom Flensburger Schiffw. Ges. When 1919

Engines made at Flensburg By whom Flensburger Schiffw. Ges. When 1919

Boilers, when made (Main) 1919 (Donkey) /

Owners British & American S. S. Co. Ltd. (R. P. Donaldson & Co. Liverpool) Voyage

If Surveyed Afloat or in Dry Dock Afloat - Brummich St. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Classification

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 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? Yes

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

Donkey " " " Yes

When not done, state for what reasons? Yes

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

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? Yes

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs.

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

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? / or two liners? / or is it without liners? /

After shaft now been changed? / If so, state reasons /

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

The distance between lignum vite of stern bush and top of after bearing of screw shaft? Not seen

If survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

The propeller blades have been changed and 5 loose studs renewed. The propeller is now 17'6" dia. 17'6" pitch and 98 sq. ft. surface. The rotary feed pumps have been removed and duplex independent reciprocating pumps fitted - size 10 1/2" - 8" x 21". The steel feed water pipes have been replaced by copper. Some tested to 470 lbs.

The boilers examined throughout with superheaters and found generally in good condition. Some recaulking of stays and landings done. Some tubes expanded. Superheater elements overhauled and rejointed.

Mountings overhauled and examined. Safety, engine stop, blow down, check, cum and water gauge valve spindles renewed. Main and auxiliary saturated steam stop valves, seats, spindles and glands renewed. Safety valves afterwards adjusted under steam. Washers - Port Boiler P. 3/4, 5. 3/4. Middle Boiler P. 1/2, 5. 1/4. Starboard Boiler P. 3/4, 5. 3/4.

See Secretary's letter (E) of 24<sup>th</sup> May 1921 - First Entry Report forwarded herewith - Newport Report No 20131

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good condition and, in my opinion, eligible to be classed with record in the Register Book of L.M.C. MS 5, 21, BS 7, 21 and tail shaft examined 5, 21

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, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

in good condition and, in my opinion, eligible to be classed with record in the Register Book of L.M.C. MS 5, 21, BS 7, 21 and tail shaft examined 5, 21

Fee (per Section 28) £ : :  
Damage or Repair Fee (if any) (per Section 28.) £ 15 : :  
Printing Expenses (if chargeable) £ : :

Fees applied for  
to the Surveyor  
187/-  
Received by me  
17 9/19 21  
666

B. G. Deford  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 15 JUL 1921

Signed MACHINERY DEPT. M. S. 21 BS 7. 21  
WRITTEN 20/7/21  
issued 21/9/21

FRI. 29 SEP. 1922  
FRI. 10 FEB. 1922  
TUE. 24 APR. 1923

Lloyd's Register Foundation

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

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

004062-004066-0121