

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

WED. MAY. 29 1923

(Received at London Office)

8 MAY 1923

LIVERPOOL

Date of writing Report _____ 19 _____ When handed in at Local Office _____ 19 _____ Port of _____

No. in Survey held at Ellesmere Port & Liverpool Date, First Survey 23 April Last Survey 7th May 1923
 Reg. Book. 65694 on the Machinery of the Wood, Iron or Steel S/S. "Mia" ex "Loosie" (No. of Visits 3)

Tonnage { Gross 274. Vessel built at Ellesmere Port By whom Manchester Dry Dock Co. Ltd. When 1921.
 Net 102. Engines made at Manchester By whom Manchester D. Dock Co. Ltd. When _____

Registered Horse Power { _____ Boilers, when made (Main) _____ (Donkey) _____
 No. of Main Boilers 1.53 Owners Messrs. A. H. Kelli Jones Port Liverpool Voyage _____

No. of Donkey Boilers _____
 Steam Pressure in Main Boilers 130 lb. If Surveyed Afloat and in Dry Dock Ellesmere Port & Liverpool D. Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers _____
 (State name of Dock.) and River Mersey.

Last Report No. _____ Port _____ Completion of _____
 Particulars of Examination and Repairs (if any) To. M. Co.

Periodical Surveys, when held, must be reported in detail and seriatim 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?

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? yes. To what pressure were they afterwards adjusted under steam? 135 lbs.

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? yes. , 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 _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the shaft now fitted new? 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? making fit complete

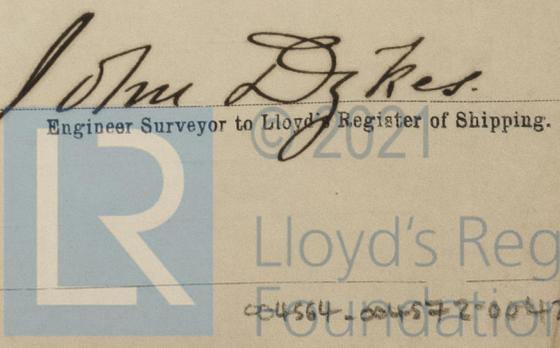
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete

Please see Liverpool Report No. 83483. March 1922.
 Now done vessel placed in. Pulton Dry Dock. fastenings of sea cocks & valves outer end of stern bush propeller and fastenings of same examined and found in good condition.
 The Machinery of this vessel has now been tried under full working conditions at sea and found satisfactory. The pumping arrangements tested and the safety valves adjusted under steam as above.
 Compression rings for safety valves Starb $2\frac{5}{32}$ Port $5\frac{1}{32}$
 This vessel has been laid up by the Builders until now awaiting a purchaser.

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 now in good and safe working condition and eligible in my opinion to remain as classed and to have the notification L.M.C.

Survey Fee (per Section 28)..... £	Fees applied for
Special Damage or Repair Fee (if any)..... £	19
(per Section 28.)	Received by me,
Travelling Expenses (if chargeable)..... £	19

Committee's Minute _____
 Assigned _____
 LIVERPOOL - 8 MAY 1923
 L. No. 6 523 77N
 MACHINERY CERT. 17/5/23



If Stockless, state Mechanical Test. THESE SURVEYS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Is certificate required? If so, to be sent to