

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

(Received at London Office THU. MAR. 12. 1914)

Date of writing Report 11/31 When handed in at Local Office 11/4 Port of Grimsby
No. in Survey held at Grimsby Date, First Survey 29/1 Last Survey 27/2 1914
on the Machinery of the Wood, Iron or Steel Rea ex Sorrento Master
Gross Vessel built at Sandefjord By whom Framnaas Mek Verksted When 1906
Net Engines made at Christiania By whom Akers Mek Verksted When 1906
Registered Horse Power 1906 (Donkey)
No. of Main Boilers Boilers, when made (Main) Port Piraeus Voyage Cpl via Zea
No. of Donkey Boilers Owners Societe Anonyme de Navigation a Vapeur Lloyd Helienique
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Royal Dock ex
in Donkey Boilers (State name of Dock.)

Last Report No. Port C.N. 2 for
Particulars of Examination and Repairs (if any) Classification
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.

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? Yes
Do. " Donkey " " " " Yes
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? 175-lb.
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lb.
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes
Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? None
Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes
Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?
Has shaft now been changed? No. If so, state reasons
Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Rewooded.
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete except production of Boiler plate certificates.

The main and donkey boilers examined throughout and scantlings rechecked with plan. A new spigot plate fitted to lower door of start main boiler and the donkey boiler manhole door. The six vertical stays in donkey boiler found wasted not renewed.
The cylinders, pistons, slides, crank, thrust and tunnel shafting, all pumps, condensers, suction, screw shaft, propeller, discharge valves, distributing valves and suction examined.
The continuous liner on the screw shaft found slack for about ten inches at a length of a foot from forward end has been pumped up solid with red lead. Main steam pipes removed and annealed and tested to 300 lb per sq. inch. The certificates for boiler steel have not yet come to hand.

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. S.D., &c.)
This vessel's machinery appears to be eligible for classification with notation of LMC 2.14 (when the certificates for the boiler steel have been produced. (received))

Survey Fee (per Section 98) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Section 98.)
Travelling Expenses (if chargeable) £ : :
C. Marshall
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. MAR. 17. 1914
Assigned
Lloyd's Register Foundation

The electric light installation is fitted on the double wire system,
^{dynamo} high speed enclosed type 110 volts, 30 amperes. It was examined running
under working conditions. ✓

C.M.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Is a Report also sent on the basis of the survey?

