

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 11/31 1914 Port of Frimshj

No. in Survey held at Frimshj Date, First Survey 29/11 Last Survey 27/2 1914
(No. of Visits Sixteen)

on the Machinery of the Wood, Iron or Steel Rea of Sorrento Master _____

Gross Tonnage Vessel built at Sandefjord By whom Tramnas Mek Verksted When 1906
 Net Tonnage Engines made at Christiania By whom Akers Mek Verksted When 1906

Registered Horse Power _____ Boilers, when made (Main) 1906 (Donkey) 1906

No. of Main Boilers _____ Owners Societe Anonyme de Navigation a Vapeur Lloyd Hellemque Port Piraeus Voyage Cpl via Zea

No. of Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Royal Dock ek. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers _____

in Donkey Boilers _____

Last Report No. _____ Port C.N.S. for Classification

Particulars of Examination and Repairs (if any) _____

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? Reworded.

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.

| CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned now expired. | Machinery and Boiler Surveys (including date of N.E., if any). |
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| | | |

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

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 and 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 lbs 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. N.B., &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)

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

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

Committee's Minute TUE. MAR. 17. 1914

Assigned _____



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

REPORT ON MACHINERY

The electric light installation is fitted on the double wire system,
^{dynamo} high speed enclosed type 110 volts, 20 amperes. It was examined running
under working conditions ✓

CMG

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

This Report also sent on the basis of the copy.

