

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

(Received at London Office 11 MAY 1923)

Date of writing Report May 10th 1923 When handed in at Local Office 11 MAY 1923 10 Port of London
No. in Survey held at London Date, First Survey 28th APRIL Last Survey May 9th 1923
(No. of Visits SEVEN)
No. in Reg. Book. 1076 on the Machinery of the Wood, Iron or Steel S.S. Graupa
Gross Tonnage 765 Vessel built at Vienna By whom Buffet Bros. Lukovics When 1912-11
Net Tonnage 327 Engines made at Alma By whom Husser Maschf When 1912
Registered Horse Power 120 Boilers when made (Main) 1912 (Donkey) 1912
No. of Main Boilers 2 Owners Requisitioned by the War Office Port Liverpool Voyage
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Repaired 5.5%
Team Pressure in Main Boilers 192 (State name of Dock.)
in Donkey Boilers 1

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assessed now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100 A.1.</u>	<u>1-22</u>	<u>+100 C.3-21</u>
<u>1-22</u>		<u>195 11-22</u>
<u>S.S. No. 2-21</u>		<u>25 N. 9-19</u>
		<u>(5.5)</u>

Last Report No. Port
Particulars of Examination and Repairs (if any) Screw shaft.
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? no

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " " " no

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? 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 the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?
Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons Worn in after bearing.
Is the shaft now fitted new? no Has it a continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Much renewed.
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

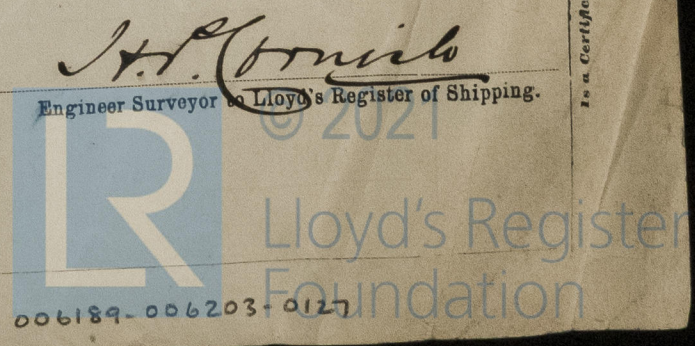
The screw shaft drawn & examined. found numbers of flaws in after bearing.
The spare shaft now fitted. Stamped Lloyd 7704. 53. 6. 12.
The stern bush renewed & the forward bush & stern bush installed.
The O.G. overhauled & new springs fitted.
The sea-cock & propeller fastenings put in order.

General Observations, Opinion, and Recommendation:— The machinery so far as
(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. 0,11, B.&M.S. 0,11, or E.M.C. 0,11, 140 lb., F.D., &c.)
seen, is in good condition eligible in my opinion to remain as classed.

The examination of the screw shaft to be recorded.

Survey Fee (per Section 25) £ 4.4.0 Fees applied for 4 MAY 1923
Special Damage or Repair Fee (if any) £ 4.4.0 Received by me, W.W.
(per Section 25.)
Travelling Expenses (if chargeable) £

Committee's Minute FRI. MAY. 18 1923
Assigned As now



(The Surveyor is requested not to write on or below the space for Committee's Minute.)

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

Survey due 9.22. examined
changed on acc of flaws

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

S. 5.23

LL
15/6/23.

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.



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