

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

(Received at London Office TUE. 15 MAR. 1921)

Date of writing Report 7th MARCH 1921 When handed in at Local Office 19 Port of HAMBURG

No. in Reg. Book 55027 Survey held at HAMBURG Date, First Survey 10th February Last Survey 7th March 1921

on the Machinery of the Wood, Iron or Steel S.S. "CROSTAFELS" Master G. Poeschl

Gross Tonnage 4947 Net 3080 Vessel built at NEWCASTLE By whom SWAN, HUNTER, & WIGHAM When 1904 MONTH 7

Registered Horse Power 492 Engines made at NEWCASTLE By whom RICHARDSON LD. When 1904

No. of Main Boilers 3 Boilers, when made (Main) 1904 (Donkey) 1904

No. of Donkey Boilers 1 Owners SPOCK STEAMSHIP CO. LD. Port LONDON Voyage EAST INDIES

Team Pressure in Main Boilers 213 lbs If Surveyed Afloat or in Dry Dock Afloat & Dry Dock (State name of Dock.)

Last Report No. _____ Port _____ Particulars of Examination and Repairs (if any) L.Y.C. & T.S.

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. S. 4/2/21. T. 23/2/21.

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? _____

What parts of the Boilers could not be thus thoroughly examined? none

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? 213 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 720 lbs

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 _____

Has the shaft now fitted new? no Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? as fit, rounded at lower half

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

In Dry Dock examined propeller, propeller shaft when drawn, stern bush rounded at lower half, sea connections opened up & fastenings & found all of these parts in satisfactory condition.

Examined all cylinders, pistons, slide valves, rods, guides, crankshafts, thrust shaft & block, line of tunnel shafting, condenser, pumps, pipes & connections, as well as auxiliaries opened up and found all of these parts in order.

Examined the main & Donkey Boilers inside & outside, as well as their mountings; when opened up; found in good & efficient condition. Under ^{shape} found these Boilers tight & their safety valves correctly adjusted as noted above.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel 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, S.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 149 lb., F.D., &c.) No bar or plea is in good & efficient condition & eligible in my opinion to have notations "L.Y.C. - 3, 21" & "Pail shaft seen - 3, 21".

Fee (per Section 28) £ 6. 0. 0. Fees applied for M. 1921 G.D. Received by me, 22.7.1921.

Committee's Minute TUE. MAR 22 1921
Signature L.M.C. 3.21
MACHINERY CERT. WRITTEN 25/7/21

Friedrich W. J. Hill
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

006552 - 006563 - 0167

This vessel class was expunged with a red line in 9.16.

N.B. - If this Report is copied by Copping 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.

Survey for Classification now held
Leeds left behind

It is submitted that
this vessel is eligible for
THE RECORD, + L.M.C. 3/21

S. 3. 21.

Reinstated to S. 3. 21
DB. 120

(T)

12.
2/3/21

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