

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

(Received at London Office

SAT. 7 MAY. 1921

Date of writing Report

19

When handed in at Local Office

22 APR 1921

Port of

LIVERPOOL

No. in
Reg. Book.

Survey held at Liverpool

Date, First Survey

Feb 17th

Last Survey

Apr 20th 1921

8/771

on the Machinery of the Wood, Iron or Steel

s/s "Saint Andrews" ex "Sofia"

Master

(No. of Visits 12)

Tonnage

Gross 4094

Net 2983

Vessel built at Rostock

By whom Akt. Ges. "Keptun"

When 1914

Registered Horse Power

247

Engines made at Rostock

By whom Akt. Ges. "Keptun"

When 1914

No. of Main Boilers

Two

Boilers, when made (Main)

1914

(Donkey)

No. of Donkey Boilers

None

Owners Royal L.

Port London

Voyage Boston to be laid up.

Steam Pressure—

120 lbs

If Surveyed Afloat or in Dry Dock

Herculeum Jet Dry and

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

Last Report No.

Port

Particulars of Examination and Repairs (if any) L. H. C.

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 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?

To what pressure were they afterwards adjusted under steam? 193 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?

, 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?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed? 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?

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

Complete

The propeller, stern bush, sea connections and fastenings examined. The tail shaft drawn, examined and found in good condition. The cylinders, pistons, piston and slide valves, crank, thrust and intermediate shafting, pumps, condenser, bilge connections, steering engines and auxiliary machinery examined. Engines generally overhauled and adjusted. Boilers examined throughout and found in good condition. Mountings overhauled and examined. Safety valves afterwards adjusted under steam.

Also see First Entry Report forwarded herewith.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is (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, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.) in good condition and, in my opinion, eligible to be classed in the Society's Register Book with records of LMC 4, 21 and tail shaft examined 4, 21

Survey Fee (per Section 28)

£

Fees applied for

FRI. NOV. 3 1922

Special Damage or Repair Fee (if any)

£30

per Section 28

Travelling Expenses (if chargeable)

£

Received by me

B. G. Bedford

TUE. 23 OCT. 1922

Committee's Minute

LIVERPOOL

- 6 MAY 1921

Assigned

L M C 4: 21

MACHINERY CERT.

WHITEN 7.5.21

Note J. S.

007191 007205 00720

TUE. SEP. 12 1922

FRI. JUN. 30 1922

Lloyd's Register Foundation

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

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