

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

(Received at London Office)

1907 TUES. 21 MAY 1907

Writing Report 18th May 1907 When handed in at Local Office 18th May 1907 Port of Leith

Survey held at Wethul Date, First Survey 17th May 1907 Last Survey 19th May 1907 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel SS "Levensau" Master _____

Gross 2400 Vessel built at Tönning By whom Ciderwerft Akt Ges When 1907

Net _____ Engines made at Tönning By whom Ciderwerft Akt Ges When 1907

Boilers, when made (Main) 1907 (Donkey) ✓

Owners Hollandsche Handels-Ges Port Hensburg Voyage _____

If Surveyed Afloat or in Dry Dock _____ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A 1</u>		
<u>class contemplated</u>		

Survey No. _____ Port _____ Particulars of Examination and Repairs (if any) 1st entry completion

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where 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? ✓ also whether any damage report was made, and, if so, by whom? ✓

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? none

Where any examination was not done, state for what reasons? survey confined to adjustment of safety valves & checking spare gear.

What parts of the Boilers could not be thus thoroughly examined? _____

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? no To what pressure were they afterwards adjusted under steam? 185 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? none To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? no , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? no , and of the Donkey Boiler? ✓

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? not seen

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

Has the screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has the shaft now been changed? no if so, state reasons _____

Has the shaft now fitted new? _____ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Now done The main boiler safety valves adjusted to 185 lbs per sq inch. Thickness of adjusting washers Starboard boiler. After valve $\frac{5}{8}$ " Ford valve $\frac{19}{32}$ " Port boiler After valve $\frac{11}{16}$ " Ford valve $\frac{5}{8}$ "

Examined spare gear consisting of 1 pair top end, 1 pair bottom end brasses, nuts & bolts complete, 1 pair main bearing bolts, 1 set coupling bolts, 1 set fore & bidge pump valves, 1 set piston springs for each piston, 1 spare slide valve spindle, spare air & circulating pump rods, propeller, propeller shaft, assorted nuts bolts & iron.

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. 9,00, B.&M.S. 9,00, or L.M.C. 9,00, 140 lb., E.D., &c.)

This machinery is now so far as seen in good condition, and eligible in my opinion to be classed as recommended in the Hamburg report (see letter from the Hamburg surveyors hereto attached)

Office or Registration Fee (per Sec. 27).....	£ : : :	Fees applied for
Survey Fee (per Section 28).....	£ : : :	<u>18/5</u> 1907 <u>10/6</u>
Special Damage or Repair Fee (if any) (per Section 28).....	£ : : :	Received by me,
Travelling Expenses (if chargeable).....	£ : 11 : 0	<u>1.6.07</u>

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

*State if Certificate is required _____

Committee's Minute WED. 22 MAY 1907

Assigned ell minute on Stam
H. R. 1907

