

No. 82745.

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

(Received at London Office)

23 FEB 1920

Writing Report

19

When handed in at Local Office

23 FEB 1920

19

Port of

London

Survey held at

London

Date, First Survey

8th Aug. 1919 Last Survey

Jan 2nd 1920

Work done on the Machinery of the

Wood, Iron or Steel

Gross

Net

ed

ver

in Boilers

key Boilers

ssure

Boilers

ey Boilers

Vessel built at

Engines made at

Boilers, when made (Main)

Owners

If Surveyed Afloat

in Dry Dock

(State name of Dock.)

By whom

By whom

(Donkey)

Voyage

Particulars of Classification (which must be inserted

precisely as in Register Book & Supplements).

Master

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Report No.

Port

Particulars of Examination and Repairs (if any)

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on 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 initials of any letters respecting this case.

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 not.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler?

Surveyor examine the Safety Valves of Donkey Boiler?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

Shaft now been drawn and examined?

Is it fitted with continuous liner?

Has it a continuous liner?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

The cylinders, pistons, slide valves, crank thrust & tunnel shafting, condenser, pumps, sea connections, tail shaft & propeller have been examined. The crank shaft has been tried in the lathe & all shafting tried up.

The Main Boilers have been examined & their safety valves adjusted as stated above.

This vessel has been fitted for burning Liquid Fuel in accordance with the approved plans.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in good order, eligible in our opinion to have record + L.M.C. 1, 20 & "Fitted for Liquid Fuel," + 20.

Fee (per Section 25)

Damage or Repair Fee (if any)

Working Expenses (if chargeable)

See Hull Report

Fees applied for

Received by me

Handwritten Smith J. L. Kepple J. Spohem

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. MAR. 5-1920

MACHINERY CERT. WRITTEN 25-3-20

FRI. APR. 16-1920

FRI. DEC. 3-1920

Lloyd's Register Foundation

008648-008655-0232



1<sup>st</sup> S. S. N-1 due 3-19 now held  
& installation fitted for burning  
oil fuel fitted.

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.

It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 6/1.20

S 1.20.

Fitted for oil fuel 1.20.

F.P. above 150°F.

JWZ.

3/3/20.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation