

(Received at London Office

Survey Fee (per Section 28).....	<i>L. 180</i>	£	180	Fees applied for <i>11.10</i> Sep 30, 1927
Special Damage & Repair Fee (if any).....		£	540	
(per Section 28.)			210	Received by me, <i>25-10-1927</i> <i>22/10/27</i>
Travelling Expenses (if chargeable).....		£	280	
<i>Holiday fee</i>				
Committee's Minute	TUES. 8 NOV 1927			
Assigned	<i>See Gen. in No 10040</i>			

R. R. R. R.

England Surveyor to Lloyd's Register of Shipping.

Lloyd's Reg

Recent alterations of ship and machinery precisely as in the Register Book.

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

ulation was re-measured and found satisfactory on the after motor (2 megohms), that of the forward motor was still low (0.22 megohms). As the vessel was urgently needed by the owners it was arranged for a full load trial to be carried out and under this condition the motors were tested for four hours satisfactorily; the temperature was afterwards measured and found the follow: Atmosphere 25°C; After motor: Commutator 65°C, Armature 53°C, Field winding 48°C. Forward motor: Commutator 57°C, Armature 48°C, Field winding 39°C. As the vessel was needed to proceed immediately for Genoa (on four days trial for the new Diesel engines) arrangements were made with the owners representative for the propelling motors to be examined again in Genoa.

Four sets of new Fiat Diesel engine now placed on board. See T.C. Report.

Propeller, stem bark, sea connections, outside fastenings examined and found in order. Fore shaft examined and found the liner badly scored in way of the stem bark. Spare shaft fitted and lignum vitae renewed. Mark on new shaft: No 6266 LLOYDS 6.10.23 FD

Safety cap fitted at the running pipe in the after motor space.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Lloyd's Register Foundation

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