

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

Date of writing Report 3rd Oct. 1927 When handed in at Local Office 3rd Oct. 1927 (Received at London Office 6 OCT 1927)  
 No. in Reg. Book 34097 Survey held at Bremen Port of Bremen  
 Date, First Survey 1st Oct 1927 Last Survey 1st Oct 1927  
 Tonnage Gross 5199 Net 3109 Vessel built at Glasgow By whom Holland-Wolff, Ltd. When 1918-12  
 Nominal Horse Power 518 Engines made at " By whom " When 1918  
 No. of Main Boilers 3 Boilers, when made (Main) 1918 Owners' Address Donkey  
 No. of Donkey Boilers 1 Owners Loc. Anon. Parodi-Sonador (If not already recorded in Appendix to Register Book)  
 Steam Pressure in Main Boilers 180 lb Managers " Port Girona Voyage Rotterdam  
 in Donkey Boilers " If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. 16520 Port RT.

## Particulars of Examination and Repairs (if any) port L.M.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 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. H. 88. 9. 27.

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? no

Do. " Donkey " "

If this was not done, state for what reasons? please see above letter

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? "

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? no

Is it fitted with continuous liner? "

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

Has shaft now been changed? " If so, state reasons "

Is the shaft now fitted new? "

Has it a continuous liner? "

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

State the distance between lignum vitae or bearing metal 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? It is stated that the Survey will be completed at the first opportunity. It remains:- The propeller, stern bush, reconnections and their fastenings, condenser, steam pipes, auxiliary engine and the arrangement of cocks, pipes, bilge suction, port etc. is machine.

Now done:- Examined one stay tube in the port end of the port main boiler and the main feed check valve of the centre boiler now renewed.

## 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, 11, B.C.M.S. 9, 11, or L.M.C. 9, 11, 140 lb, E.D., &c.)

It is recommended that the vessel's machinery be continued as classed with record of +L.M.C. 2, 27 deferred for completion of the survey.

Survey Fee (per Section 29) £ 2 : 0 : 0 Fees applied for 3. 10. 1927  
 Special Damage or Repair Fee (if any) £ :  
 Travelling Expenses (if chargeable) £ 0 : 5 : 0 Received by me, "

Committee's Minute TUES. 11 OCT 1927

TUES. 17 JAN 1928

Assigned, "

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 3 APR 1928

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As due 1.27 completed.  
S.S. No 2 due 12.26. To be completed  
within the year of grace

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. AS 12.27

It is submitted that this  
vessel WILL BE eligible  
for the record. AS 12.27 when  
the Survey has been  
completed as per  
Report.

AS  
7/10/27

General Committee,  
Thursday, 12th April, 1928.  
Classing Committee's  
decision confirmed  
ad

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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