

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

(Received at London Office)

FRI. 31 MAR. 1922

Date of writing Report 23. 3. 1922 When handed in at Local Office 23. 3. 1922 Port of *Finn*

No. in Reg. Book. Survey held at *Pante*. Date, First Survey 5. 1. 22 Last Survey 7. 1. 1922 (No. of Visits 3.)

31205 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. Slavija*

Tonnage { Gross 234 Vessel built at *Lusitania* By whom *M. W. Martin* When 1911.
Net 137 Engines made at *Newbury* By whom *Henry & Sons* When 1911.
Registered Horse Power 30 Boilers, when made (Main) 1911. (Donkey) —
No. of Main Boilers 1 Owners *Austria* *Cagata* Port *Pante*. Voyage *Ad. coast*.
No. of Donkey Boilers — If Surveyed Afloat or in Dry Dock *Yes*.
Steam Pressure in Main Boilers 130 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers —

Last Report No. Port

Particulars of Examination and Repairs (if any) *Classification*

(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.)

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? *Yes*.

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? *Yes*.

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*. To what pressure were they afterwards adjusted under steam? *No*.

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*. To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes*. , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes*. , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? *Yes*. , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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 ligament 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? *To complete the survey.*

The safety valve to be admitted under steam, and Tail shaft to be drawn and examined. —

Cylinder opened and examined, slide valve examined, and slide bar, piston rods, examined, connecting, slide valve rods, examined main, and crank bearing opened and examined and found good. Tunnel bearing examined, cross head examined, thrust block examined, and thrust bearing W. Metal removed, cone runner opened and examined, tested hydraulically and found good. Air circulating and feed pump, examined and found good, bridge pump, examined, all auxiliary engine examined and found good. The Main Boiler opened and examined internally and externally, and all their mounting, safety valve opened

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.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

It is recommended the vessel to have the note in Register Book of MS. 1. 22 on P.D. 1. 22 when the survey is complete and when the vessel has been classed.

Survey Fee (per Section 28) *Incl. in Fee = 230. —* Fees applied for 26. 11. 1922
Special Damage or Repair Fee (if any) £ : :
(per Section 28.) £ 286 Received by me, 19/12/22
Travelling Expenses (if chargeable) £

Committee's Minute

Assigned

FRI. 1 DEC. 1922

FRI. JAN. 19 1923

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

009743-009756-0410