

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

26 MAY 1927

(Received at London Office)

Date of writing Report 25-5 1927 When handed in at Local Office 10 Port of Rottterdam

No. in Reg. Book. 72564 Survey held at Schiedam Date, First Survey and Last Survey 21-5 1927 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel "HUMANITAS"

Tonnage { Gross 4263 Net 2071 Vessel built at Sunduland By whom Short Bros Co When 1902-5

Nominal Horse Power { 489 Engines made at r By whom G. Clark Co When 1902

No. of Main Boilers 3 Boilers, when made (Main) 1902 (Donkey) 1902

No. of Donkey Boilers 1 Owners Soc. Anon. Industria Nomenclatura Owners' Address Genoa (if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 100 lb Managers ✓ Port Livorno Voyage Livorno

in Donkey Boilers 100 lb If Surveyed Afloat or in Dry Dock at M. Watson's Mast Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 9724 Port Gen.

Particulars of Examination and Repairs (if any) Dam:

(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 not required.

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? ✓

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

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? ✓ 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 the 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 the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is 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? The boilers and screw shaft being due for Survey. No information could be obtained when and where same will be done.

It is reported that the H.P. eccentric ring and sheave found fractured on the 14th May '27 near the Hook of Holland on her voyage from Rotterdam towards Italy. Examined the H.P. valve and chest and found in order. The H.P. eccentric ring and sheave being renewed.

General Observations, Opinion, and Recommendation:— The machinery being as far as seen in a good condition. I am of opinion that this vessel is eligible to remain as classed.

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No been held on ship. None to send. sent now, or when will it be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

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

Fee (per Section 28) £ 25.00 Fees applied for 21/5 1927  
Damage or Repair Fee (if any) £ 1.50  
Expenses (if chargeable) £ 1.50  
Received by me, [Signature] 19 27

Minutes of Committee 31 MAY 1927  
Assigned Deferred for Comp. 2d. No. 3.

FRI. 12 AUG 1927



If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Small repairs on acc of damage  
cause not stated.  
S.P. No 3. due 5.26. parts held 3.26 not  
Advanced. B.P. due 3.27 screw keys  
due 4.27. no arrangements stated  
a proposal to complete the survey  
on return to state was agreed to

It is submitted that this  
vessel will be eligible for  
the record H.M.C. 3.26 when the  
main steam pipes &  
their connections have  
been examined

J.V.  
27/5/27

*[Faint handwritten notes and signatures in the background, including 'S.P. No 3', 'B.P.', and 'H.M.C. 3.26']*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGI



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