010509-010518-0064

No. 85543 A.

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

23 JUL 1923 (Received at London Office WED. JUL 25 1923)

of writing Report ..... 19 .... When handed in at Local Office ..... 19 .... Port of LIVERPOOL

Survey held at Liverpool & Birkenhead Date, First Survey 5th July Last Survey 18th July 1923 (No. of Visits 8.)

on the Machinery of the ~~Wood, Iron or~~ Steel 4 Mst. s/s "CHLORIS", ex "EIDER"

Gross 1143 1197 Net 642 658 Vessel built at Rendsburg By whom Werft Nobiskrug G.m.b.H. When 1921

Registered Power 111 Engines made at Altona By whom Ottensener Mch. G.m.b.H. When 1921

Main Boilers 3 Boilers, when made (Main) by 1921 (Donkey) ✓

Donkey Boilers ✓ Owners J. & P. Hutchinson Ld. Port Glasgow Voyage

Pressure—in Boilers 185 Surveyed Afloat ~~or~~ and in Dry Dock Waterloo & Clovens (Dry)

Donkey Boilers ✓ (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

Report No. ..... Port .....

Particulars of Examination and Repairs (if any) L.M.C.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ing 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.

In 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 d? ✓ Was a damage report made by anyone else? If so, by whom? ✓

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

" 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 to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lb/□"

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? ✓

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has been changed? No If so, state reasons ✓

Is 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? ✓

Clearance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 1/16"

If not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel placed in dry-dock: the propeller, stern-bush, sea-connections fastenings examined & found or placed in good condition.
Tube-shaft drawn, examined & found in good condition. The Cylinders, valves, piston & slide-valves, crank, thrust and intermediate shafting, condenser, pumps and bilge connections, steering engine and auxy. machinery examined. Engines generally overhauled and tested; afterwards tried under steam. The Boilers, together with superheaters & mountings, examined throughout, & found in good condition: no sign of strain was observed in furnaces nor in the dome flange attachment (see Secretary's letter of 18.6.23). Safety valves afterwards adjusted to steam. New tank injection valve fitted.
Also see First Entry Report forwarded herewith.

Observations, Opinion, and Recommendation:— The Machinery of this Vessel

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

is in good condition, and in our opinion eligible to be classed in the Society's Register Book with records of L.M.C. 7.23, and the shaft examined (O.G) 7.23.

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

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

Fee (Section 28) ..... £ 20 : 0 : 0
Classification or Repair Fee (if any) ..... £ : :
(Section 28.)
Expenses (if chargeable) ..... £ : :

Fees applied for ..... 19 ....
Received by me ..... 19 ....

C W Reed and S. Townend,
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 24 JUL 1923

Approved Sen. E. E. report attached

FRI. MAR 21 1924
FRI. 25 SEP 1925
FRI. 12 OCT. 1923
FRI. 14 MAR. 1924

The vessel was built at Rendsburg in 1921 & classed with the Germanischer Lloyd.

The machinery has been opened out & examined & is now satisfactorily reported upon.

It is submitted that this vessel is eligible for THE RECORD. LMC 7. 23. OG.

S7.23. 1857b.

JWD. 28/7/23

CERTIFICATE WRITTEN 9/8/23

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.