

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

MON. MAY 11. 1914

of writing Report 8th May 1914 When handed in at Local Office Port of Bremen

Survey held at Bremen & Krummhorn Date, First Survey 26th Jan Last Survey 6th May 1914
on the Machinery of the Wood, Iron or Steel No 29 (No. of Vessel)

Gross Vessel built at Muggia By whom Cantiere San Rocco, S. A. When
Net Engines made at Trieste By whom Stabilimento Tecnico Triest. When
Boilers, when made (Main) (Donkey)

Owners _____ Port _____ Voyage _____
If Surveyed Afloat or in Dry Dock _____
(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.	Year Assigned to the Survey.	Machinery and Boiler Surveys (including date of N.E., if any).

Particulars of Examination and Repairs (if any)
Medical Surveys, when held, must be reported in detail and scribble in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case.

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?
" " " " " "

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?
" " " " " "

Did the Surveyor examine the drain plugs of the Main Boilers?
" " " " " "

Did the Surveyor examine all the mountings of the Main Boilers?
" " " " " "

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

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

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae 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?

On request of Messrs. G. Teubke & Co. of Krummhorn I tested at their works the Steam Superheating Arrangement consisting of 5 complete sets of Schmidt's Patent Superheater for this vessel. They have been subjected in my presence to a hydraulic pressure of 650 lbs per square inch and were found tight. A number of welding tests have been made on the tubes with good results.

The cast steel headen manufactured by the Atlas-Werke Akt. Ges. Bremen have satisfactorily withstood the prescribed tests and complied with the Society's requirements.

The maker name plates are riveted to the headen and bear the number 5-714. They have been stamped RT on the rivet headen.

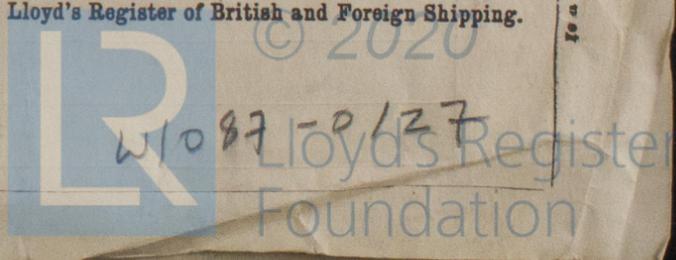
General Observations, Opinion, and Recommendation:—

It is recommended that this Superheating Arrangement be fitted in this vessel.

Fee (per Section 28) Mk. 95.-
Damage or Repair Fee (if any) £
Printing Expenses (if chargeable) £4 10.-

Fees applied for 22.4 1914
Received by me, 1.5. 1914
G. H. S. R.A.M.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute _____
Signed See minute on later report.
FRI. JAN. 28 1914



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