

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

MON. MAY 11. 1914

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

(Received at London Office)

Survey held at Bremen & Krimmerhaven
on the Machinery of the Wood, Iron or SteelDate, First Survey 26th Jan
No 29Last Survey 6th May 1914
(No. of Vessel)Gross
NetVessel built at MuggiaBy whom Lantieri Jan Porco, S.A. WhenBy whom Italimento Tomico Trust. When
(Donkey)Registered
Power
Main BoilersEngines made at Truste
Boilers, when made (Main)Donkey Boilers
Pressure

Owners

Port

Voyage

Main Boilers
Donkey BoilersIf 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
new
surveyMachinery and Boiler
Surveys
(including date of N.E., if any).

Report No. Port

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serially 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
descriptions being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
names 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?

Do " Donkey " " "

If 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?

Screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Screw shaft now been changed?

If so, state reasons

Screw shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

What the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

On request of Messrs. J. Teubke & Co. of Krimmerhaven I tested at their
works the Steam Superheating Arrangement consisting of 5 complete sets of Schmidt's
Tent Superheaters 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 Q on the rivet headen.

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

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

Fee (per Section 25)

MK. 95-

Fees applied for

22.4 1914

Damage or Repair Fee (if any)

£

(per Section 25.)

ing Expenses (if chargeable)

£4 10.-

Received by me,

1.5. 1914

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Signed

See Minute
on later report.