

## L I V E R P O O L.

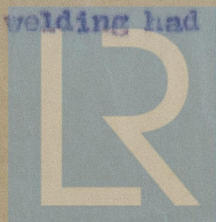
19th April 1920.

J. E. Milton &amp; H. P. Southwell.

Messrs The White Star Line, Ltd, acting on behalf of the Ministry of Shipping attend on board the S.S. "ZEPPELIN" 14167 tons gross Register, on Feby 9th 1920, and subsequently whilst the vessel was lying in the Canada Wet & Dry Docks, Liverpool, for the purpose of ascertaining the present condition of her machinery.

The Main Engines including the Cylinders, pistons and slide valves, crank thrust and tunnel shafting, Condensers (tested), air, circulating and feed pumps have been opened out and examined and found generally in good condition, working parts cleaned and adjusted and repacked as necessary. The whole of the Auxiliary Machinery and appliances including steering engine, bilge and ballast pumps, fire pumps, fan engines, dynamo engines, Diesel-driven emergency lighting set, Evaporators have been opened out, examined, and generally overhauled and adjusted. A new cylinder has been fitted to forward fan engine, new steam trap fitted to steam line to steering engine.

The six double ended main boilers have been examined throughout and found generally in good condition. The furnaces are slightly out of round but are efficient, and it was noted that a considerable amount of welding had at some previous date





been effected at inner seams of furnaces. The boiler mountings have been opened out, examined and generally overhauled and repacked as necessary. The main and auxiliary ranges of steam piping have been tested by hydraulic pressure 450 lbs per sq in. and on completion of examination of boilers these were tested by hydraulic pressure 340 lbs per sq in, and found satisfactory.

The watertight doors have been overhauled and tested.

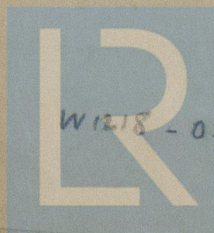
In dry dock, the propellers, stern bushes, sea cocks and valves (including discharge valves) and their fastenings have been examined, the ballast discharge valve and seat were trued up, and the valves and cocks generally ground in and repacked as necessary. The screw shafts (no liners) have been drawn in and examined and found in good condition. The stern tubes are fitted with oil retaining devices (cederval glands). These have been overhauled and adjusted, and the rubbing face of the port gland trued up. The wear down of the shafts in stern bushes was found to be negligible.

Upon completion of overhaul, the machinery was examined under steam, and safety valves adjusted to working pressure of 210 lbs per sq inch.

In our opinion, judging from our inspection of the parts which have now been examined, the machinery of this vessel appears to be in a fit condition to run for a period of six months.

*J. S. Milton & A. C. Southwell*

Surveyors to Lloyd's Register.



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