9.

No. 65870

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

(Received at London Office WED. APR. 15. 1914)

Date of writing Report 8th April 1914 When handed in at Local Office 8th April 1914 Port of NEWCASTLE-ON-TYNE

No. in Book. Survey held at Newcastle Date, First Survey Nov 26th 1913 Last Survey 1st april 1914 (No. of Visits 7)

12 Ship on the Machinery of the ~~Wood, Iron or~~ Steel Twin S.S. "Elbruz" Master

Tonnage { Gross / Net

Registered Horse Power

No. of Main Boilers

No. of Donkey Boilers 2

Steam Pressure— Main Boilers

Donkey Boilers 180 & 150 lbs

Vessel built at Newcastle By whom Tyne Iron Shipbuilding Co When (Year, Month) 1914

Engines made at By whom When

Boilers, when made (Main) (Donkey) 1914

Owners Soc. Anon. d'Armement d'Industrie Port Antwerp Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. Port

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).

Particulars of Examination and Repairs (if any) for 1st Entry

Periodical Surveys, when held, must be reported in detail and seriatim 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? ✓ 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? Donkey boilers new

In what parts of the Boilers could not be thus thoroughly examined? ✓

By 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? Donkey boiler on deck

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lbs

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

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

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

Give the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? A fit

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? The vessel has sailed for Amsterdam where oil engines are to be fitted, the Amsterdam surveyors have been advised.

The sea valves and stern tubes have been examined during construction and fitted into the vessel. The propeller shafts, intermediate shafting & thrust shafts have been fitted and coupled up. The safety valves of the donkey boiler fitted on deck have been adjusted to 180 lbs pressure. The donkey boiler fitted in the machinery space should be secured and have it's safety valves adjusted under steam.

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.)

As far as seen the machinery of this vessel is good and has been satisfactorily fitted on board.

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

Survey Fee (per Section 28) £ 3 : 3 :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for APR 14 1914

Received by me, 25/4/14

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

Committee's Minute FRI. JUL. 24. 1914 FRI. OCT. 16. 1914 FRI. 11. JAN. 1916 TUE. SEP. 28. 1915 FRI. 16. JUN. 1916 FRI. 22. DEC. 1916 WED. 11. APR. 1917 TUE. NOV. 25. 1919

Assigned See minute on fo. 41

FRI. OCT. - 5 1917.

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

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