

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

(Received at London Office

WED. NOV. 15 1922)

Date of writing Report 10th Nov. 1922 When handed in at Local Office 10/11/1922 Port of Grunwick

No. in Reg. Book. Survey held at Grunwick Date, First Survey 31st Aug. Last Survey 8th Nov. 1922 (No. of Visits 7)

77947 on the Machinery of the Wood, Iron or Steel S.S. ATLANTICOS ex SYLVIA MATERIA

Tonnage { Gross 57.00 Net 33.33 Vessel built at Vanmum B.C. By whom J. Conylyan & Son When 1919 5

Registered Horse Power { 536 Engines made at Grunwick By whom John G. Kincaid & Co When 1922

No. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey) -

No. of Donkey Boilers 1 Owners E. J. Conylyan & S. C. Conylyan Port Sydney Voyage S. America

Steam Pressure in Main Boilers 187 lb. If Surveyed Afloat or in Dry Dock James Watt & Co (State name of Dock.) River

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

Last Report No. Port N.E.

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

(Periodical Surveys, when held, must be reported in detail and serially 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? Yes

Do. " Donkey " " " " this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

at 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? -

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 192 lb.

Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes , and of the Donkey Boiler? -

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

Is shaft now been drawn and examined? Yes Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Is it now been changed? Yes If so, state reasons new shaft of increased diameter fitted

Is shaft now fitted now? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? L.V. Bush

Is distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? new stern bush

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

The Turbines and gears, Thrust Turbine and propeller shafts, propeller, stern tube, turbine and engine castings have now been removed and re-erecting engine (John G. Kincaid & Co. Ltd. No 558 in Cole Yard at Yarmouth & Co. Ltd. No 8418 as per Secretary's letter of 23.2.22 E) with the necessary connections have now been satisfactorily fitted on board.

Stern frame rebuilt and new stern tube fitted (for fastening of new castings see accompanying Ship Report). Thrust, turbine and propeller shafts run true throughout with new propeller. Engines bolted direct to tank top flanging with new section and discharge piping as required. New main steam and feed piping fitted as required & suit new heads with new main (P.T.O.)

General Observations, Opinion, and Recommendation: - The machinery of this Vessel is now in an efficient condition and the Vessel is eligible, in my opinion, to hold fresh certificate + L M C 11.22. N.E. 1922. Propeller shaft (CC) new 11.22, working pressure 187 lb. and N.H.P. 536.

Fee (per Section 25) £ 4 0 0 Fees applied for 10/11/1922
Damage or Repair Fee (if any) £ - : :
Selling Expenses (if chargeable) £ - : :
Received by me, 15/11/1922

Committee's Minute GLASGOW 14 NOV 1922

Assigned + L M C 11.22 Note shaft.

+ N E 11.22 Note Bbr. press.

CERTIFICATE WRITTEN 7-12-22

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

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

TUE. 17 APR. 1923
FRI. AUG. 10 1923

FRI. 25 MAY. 1923

TUE. OCT. 9 1923

FRI. 9 NOV. 1923

Lloyd's Register Foundation

W1310-0145 1/2

S.S. "ATLANTICOS" ex "SYLVIA VICTORIA"

steam line branch piece, all tested by water and found to be satisfactory.

Two new Auxiliary feed pumps fitted.

Main engine bilge pumps connected to existing bilge lines. Auxiliary pump connections remaining as originally.

Bilge and ballast discharge pumps & bilge pumping arrangement examined. Spare gear supplied as per Rules.

Main Boilers and their mountings and superheater connections examined throughout & found in order.

minor repairs effected. All main boiler safety valves and seats removed, machined and refitted.

Main Boilers and Engines examined under steam and safety valves adjusted, as stated.

For examination of sea connections and fastenings, see London Report of August 1922, and Secretary's letter of 20th October 1922 to the Owners.

W. Lane