

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

MON. OCT. 12. 1914

(Received at London Office)

Date of writing Report Oct 7<sup>th</sup> 1914 When handed in at Local Office Oct 7<sup>th</sup> 1914 Port of Marseilles

No. in Reg. Book. 1433 Survey held at Marseilles Date, First Survey Aug 6<sup>th</sup> 1914 Last Survey Sept 11<sup>th</sup> 1914

on the Machinery of the Steel Mont Cervin Master Jagob

Tonnage { Gross 3570 Net 2285 Vessel built at Hull By whom Earle's Co. Ltd When 1905 8

Registered Horse Power 322 Engines made at Hull By whom Earle's Co. Ltd When 1905

No. of Main Boilers 2 Boilers, when made (Main) 1905 (Donkey) 1905

No. of Donkey Boilers 1 Owners Soc Gen de Transp Mar & Yag Port Marseilles Voyage Alger

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Both No. 1

in Donkey Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 3743 Port Marseilles

Particulars of Examination and Repairs (if any) Completion Machinery Survey

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned new or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A. 1.4.13.</u>		<u>+I.M.C. 10.09.</u>
<u>S.S. No. 10.</u>		<u>B.S. 12.12.</u>
		<u>T.S. 4.13.</u>

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. H 29/7/14

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?

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

Also 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?  180 lbs

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?

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

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/8"

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

How done: Examined Crank pins & brasses of Main engines  
Sea connections opened up & Examined.  
Donkey boiler safety Valves adjusted to working pressure.

\* Ship survey not complete, vessel in port but no progress made since Sept 11<sup>th</sup> (awaiting owners instructions)

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, E.S. 9.11, E.&M.S. 9.11, or L.M.C. 9.11, 140 lb., E.D., &c.)

This vessel's machinery & boilers are now in good and efficient condition & eligible to remain as classed with record of I.M.C. 9-13 subject to wood in stern bush being renewed.

Survey Fee (per Section 28) £25.00 Fee applied for Aug 22 1914

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Received by me, Sept 18 1914

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

Committee's Minute Deferred for completion of n.2

Assigned no. 20/10/14

£100 OCT 16 1914

TUE. OCT 20 1914

+ L.M.C. 10.13 subject

TUE. DEC. - 1. 1914

Lloyd's Register Foundation

W1532-0127

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

No 2 due 8.13 & pt held. Now  
Completed on machinery.

It is submitted that  
this vessel is eligible for  
**THE RECORD. + LMC 10.13.**  
subject to wood in stem being renewed.

12.10.14

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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