

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

4 OCT 1923

(Received at London Office)

Date of writing Report Oct. 3rd 1923 When handed in at Local Office Oct 3rd 1923 Port of London

No. in Reg. Book 27854 Survey held at Tilbury Date, First Survey and Last Survey Oct. 1st 1923 (No. of Visits One)

Tonnage { Gross 20700 Net 18000 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1923

Nominal Horse Power { Engines made at Do By whom Do When Do

No. of Main Boilers { Boilers, when made (Main) 1923 (Donkey) Do

No. of Donkey Boilers { Owners P & O. Steam Nav. Co. Port Belfast Voyage Do

Steam Pressure in Main Boilers { If Surveyed Afloat or in Dry Dock Afloat at Tilbury Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Do Port Do

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

(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. Bel. Ltr. 26-9-23)

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? Do

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

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? Do

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? Do

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

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? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

Is the shaft now fitted new? Has it a continuous liner Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Do

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

In accordance with Bel. Letter dated Sep. 26th 1923 attended on board this vessel and examined the wire connections leading from shelter deck to the 22 sluice valves fitted to oil fuel tanks in stowhold.

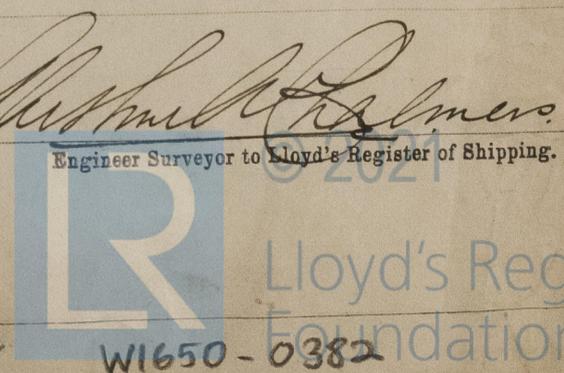
Witnessed this valve closing gear worked from deck & found same to operate satisfactorily

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.)

For the information of the Committee.

Survey Fee (per Section 28) £ 19 Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 28.) £ 0 Received by me, 10
Travelling Expenses (if chargeable) £ 0

Committee's Minute FRI. 19 OCT. 1923
Assigned + Ltr 6.9.23
F. D. C. L.
Lined for oil fuel 9.23 F.D. above 150°F



also been held on ship? If so, is the Report sent now, or when will it be sent?

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

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

