

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

(Received at London Office)

E. III 121927

of writing Report 11-7-21 When handed in at Local Office 11-7-21 Port of Hull

Survey held at Hull Date, First Survey 9/6/21 Last Survey 28/6/1921 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel SC. DADG 76 (NOW NAMED CESARIO) Master

Gross 6038 Net 3576 Vessel built at Hambley By whom Blitham & Voss When 1919

Engines made at do By whom do When 1919

Boilers, when made (Main) 1919 (Donkey)

Owners David SSC & Co. Port London Voyage

If Surveyed Afloat or in Dry Dock King George wet and dry docks

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 since last Survey. Machinery and Boiler Surveys (including date of N.B., if any)

Unclassed

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 less being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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 (except forward Boiler)

Did the Surveyor personally go inside each Donkey Boiler? Forward boiler under steam

What parts of the Boilers could not be thus thoroughly examined?

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? Yes except fwd. bh. To what pressure were they afterwards adjusted under steam?

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? Yes, except fwd. bh. and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? none - do - and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes - do - and of the Donkey Boiler?

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

Has the shaft now been changed? no If so, state reasons

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 8"

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

The forward boiler and its mountings to be examined, the crank shaft to be lifted and bearings re-metalled, the forward thrust shaft bearings to be removed and bottom half examined.

Separate tiller suction to be fitted in engine room from tiller and ballast pump. The main and auxiliary machinery and pump suction to be tried under working conditions. And safety valves of all boilers to be adjusted under steam to 225 lbs pressure.

How done:- The three after boilers examined throughout & found in good working condition.

The cylinders, pistons, slides, crank, thrust, & intermediate shafting, condenser, pumps & suction, screw shaft, stern bush, P.T.O.

General Observations, Opinion, and Recommendation:— This vessel's machinery

(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.&H.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

in our opinion will be eligible for the record LMC 6,21; on completion of the survey as above.

Survey Fee (per Section 25) £ 30:0:0

Special Damage or Repair Fee (if any) (per Section 25.)

Traveling Expenses (if chargeable)

Fees applied for 19 Received by me, 6.3.19

Signature: P. Fitzgerald, John Polutson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signature: WUE. MAR. 28 1922

Signature: Lloyd's Register

Signature: W195+00320

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

propeller, sea connections & fastenings examined.

The machinery generally was found in good condition, except crank shaft bearings, which require retinning.

The 3 after boilers were found to be in good & safe condition for a working pressure of 225 lbs per sq. in.

The bilge arrangements have been examined & found to be in accordance with this Society's requirements, except that a separate suction is required in the engine room.

The bottom half of forward thrust shaft bearing requires examination.

The Owners Superintendent states that the survey will be completed in Rotterdam, where the vessel has now gone.

P. F.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



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