

No. 14902

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

(Received at London Office)

MAR. 1922

Writing Report 26th February 1922. When handed in at Local Office

19

Port of **HAMBURG**

Survey held at **HAMBURG**

Date, First Survey 29th Sept. 21. Last Survey 4th Feb. 1922.

(No. of Visits 30.)

on the Machinery of the ~~Wood, Iron or Steel~~ **Sc. Sr. 'MELIEKER' ex Cesarro.** Master

Gross 5249

Net 3618

ed 502

ver 4

in Boilers

key Boilers

asure Boilers

ey Boilers

Vessel built at **HAMBURG**

By whom **BLOHM & VOSS**

When 1919

Engines made at **HAMBURG**

By whom **BLOHM & VOSS**

When 1919

Boilers, when made (Main)

1919

(Donkey)

Owners **N.V. Vereenigde Nederl. Scheepv. Maatschappij 'GRAVENHAGE' Voyage HOLLAND.**

If Surveyed Afloat or in Dry Dock **Afloat & Dry Dock**

(State name of Dock.)

BLOHM & VOSS.

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).

Report No. Port

Particulars of Examination and Repairs (if any) **Coupl. L.M.C.**

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case. **M. 12/9/21 - M. 11/2/22 - S. 20/2/22.**

In 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 not? Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey "

Not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

To what pressure were they afterwards adjusted under steam?

225 lb.

Surveyor examine the Safety Valves of Donkey Boiler?

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?

none

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

yes

, and of the Donkey Boiler?

Shaft now been drawn and examined?

yes

Is it fitted with continuous liner?

yes

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

How often changed? **no** If so, state reasons

How often fitted new?

no

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?

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

a fit, rewooded.

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

complete.

In Dry Dock examined propeller, propeller shaft when drawn, stern shaft rewooded at lower half, sea connections opened out & found in order.

Examined all cylinders, covers, pistons, slide valves & chests, rods, guides, link motion, bedplate holding down bolts, crank shaft when lifted, thrust shaft, tunnel shaft, bearings & frames, condensers, pipes, unions, connections, auxiliary machinery. Main Joilers internally & externally as well under steam and found all of these parts in good & efficient order after the following renewals and following repairs had been carried out.

H.P. slide valve rod skimmed up, neck bush renewed, geared rebushed.

See Continuation.

Observations, Opinion, and Recommendation:— The machinery of this

early 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. 2, 11, B.&M.S. 2, 11, or L.M.C. 2, 11, or 16, F.D., &c.)

Vessel so far as seen is in good & efficient condition, eligible in my opinion to be classed in the Reg Bk & to have records of "L.M.C-2,22" and "Tail shaft (C.L.) seen-2,22"

or Section 25)

or Repair Fee (if any)

Section 25.)

ences (if chargeable)

Fees applied for

24. Feb. 1922

20.

Received by me,

19

tee's Minute

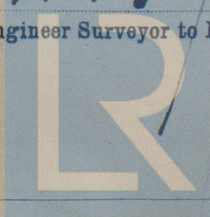
MACHINERY CERT.
WRITTEN.

L.M.C. 2.22

F.D. C.L.

Friedrich

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

02195-00 42(112)

Owner.

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

S.S. "MELISKERK" ex "CESARIO"

1st I.P. + 2nd I.P. slide valves + faces planed + refilled.

L.P. piston rod skimmed up, neck bushes + glands rebushed.

Crank shaft lifted, main bearings remounted, shapings brought in true alignment - thrust shaft + tunnel shafts lifted, all bearings remounted. shafts relined, all eccentric straps relined + adjusted. - Pump lever adjusted. - peate + valves of ram bilge pump faced up.

Ballast pump thoroughly overhauled, water end piston rods replaced by bronze ones. General service pump thoroughly overhauled.

The old feed heater has been replaced by a Weir's Heater.

Two Weir's pumps fitted new for feed purposes; all main + auxiliary feed lines (steel) replaced by copper ones. - All steel valves + spindles replaced by bronze ones where necessary.

An additional steam driven fan engine for Howard's draught + an additional steam engine direct coupled to a dynamo fitted.

All Boilers lagging removed, leaky seams + rivets caulked; mountings gone over; afterwards Boilers tested by hydraulic pressure to 335 lbs, when they were found tight + sound. All old steel pipes in engine + boiler space replaced by copper ones where necessary.

Boilers examined under steam + safety valves adjusted to 225 lbs. Thickness of adjusting washers.

Forw. Boiler.	Stb. Boiler	Centre Boiler	Aft. Boiler.
32 ^{1/2} in.	36 ^{1/2} in.	29 ^{1/2} in.	28 ^{1/2} in.
34 ^{1/2} in.	32 ^{1/2} in.	28 ^{1/2} in.	26 ^{1/2} in.

The Machinery has been tested under working conditions and has given full satisfaction.

The spar gear has been checked + supplied with as required by the Rules. - A separate Donkey section has been fitted.

Hamburg 26/2/22.

Friedrich 