

Now Jamora

No. 42,428

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

(Received at London Office

TUE. 21 JUN. 1921

Writing Report 20<sup>th</sup> June 1921 When handed in at Local Office 20<sup>th</sup> June 1921 Port of CARDIFF

Survey held at Cardiff Date, First Survey 24<sup>th</sup> May Last Survey 18<sup>th</sup> June 1921  
(No. of Visits 20)

on the Machinery of the Wood, Iron or Steel Se 4 Mt St. Neuenburg Master

GROSS 4853 Vessel built at } By whom } When 1916  
Net 4898 Engines made at } Vege sack By whom } Bremer Vulkan When 1916

Boilers, when made (Main) 1916 (Donkey) 1916  
Owners The David Steamship Co. Ltd Port London Voyage

If Surveyed Afloat or in Dry Dock Mount Stuart Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. \_\_\_\_\_ Port \_\_\_\_\_

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. F.F. attached

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, 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 if 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.

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 accepted? Was a damage report made by anyone else? If so, by whom? Yes

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

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Were any of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 205 lbs

Did you examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 205 lbs

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did you examine the drain plugs of the Main Boilers? None and of the Donkey Boiler? None

Did you examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the Main Boiler been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has the Donkey Boiler been drawn and examined? No If so, state reasons \_\_\_\_\_

Has the Donkey Boiler been fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

What is the distance between ligament site of stern bush and top of after bearing of screw shaft? 1/8"

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

Examined cylinders, pistons, slide and piston valves, cranks, thrust, intermediate and screw shaft, propeller, stern bush, sea cocks and valves their fastenings, bilge injection valve, bilge suction and roses, condenser pumps and valves, auxiliaries, main steam pipes in place, main bed-plate its packings and fastenings, steam steering engine and windlass in boilers, and superheaters, doors and mountings and found or made as under.

After bearing brasses dressed and refitted.

Crank and thrust shaft coupling bolts overhauled.

Propeller two blades broken, replaced by new blades

Stern gland taken to works overhauled and refitted P.T.O

General Observations, Opinion, and Recommendation:—The machinery of this vessel is 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. 2, 11, B.&H.S. 2, 11, or L.M.C. 2, 11, 140 lb., N.B., &c.)

The vessel is now in good order and safe working condition and eligible in my opinion to be classed in the Register Book, with the notations of

C.M.B. 6.21. and J.S. 6.21

Fee (per Section 25) £ \_\_\_\_\_ Fees applied for \_\_\_\_\_

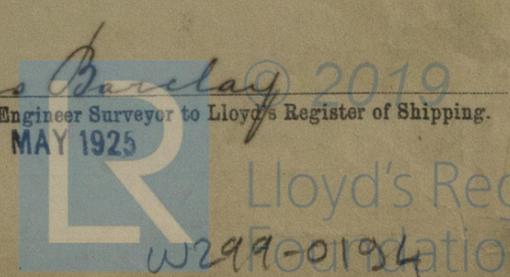
Damage or Repair Fee (if any) (per Section 26.) £ 50 Received by me, \_\_\_\_\_

Printing Expenses (if chargeable) £ \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Signed \_\_\_\_\_ FRI. 15 JUL. 1921

Signature \_\_\_\_\_ F.D.



St. St. Nienburg

Condensers tested. Eight tubes renewed, and one stay nut rejoined.

Bilge pump ram dressed, and refitted.

General service donkey pump rod, dressed and refitted.

Centrifugal circulating pump, piston rings, and delivery valve and spindle renewed.

Main boilers are in good order and safe working condition, all mountings overhauled, some caulking done in chamber bottoms, fire doors & smoke box doors made workable, the furnaces show no signs of strain.

Electric Light Installation overhauled.

James Barclay

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Writing Report 20  
in Survey held  
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as fit  
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of Donkey Engines  
Engine Room 7-  
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ERHEATER  
e of Test  
meter of Safety Valv

