

No. 15771

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

SAT. JUL. 3 1920

(Received at London Office)

When handed in at Local Office

1/7/20 Port of Leith

Date, First Survey 28/11/19 Last Survey 12/3/1920

(No. of Visits 20)

Machinery of the Wood, Iron or Steel *Iron*

Master

Vessel built at Hamburg

By whom Blohm & Ross

When 1914

Engines made at do:

By whom do:

When 1914

Boilers, when made (Main)

(Donkey)

1914

Owners Ministry of Shipping

Port

Voyage

Surveyed Afloat or in Dry Dock

(State name of Dock.)

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)

Port

Examination and Repairs (if any) *See p. 1*

must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on which must be stated should be separated from Repairs due to other causes; and any of the report, should be briefly summarised at the end of the report. State also the reasons respecting this case.

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?

Examine each Main Boiler separately and make a thorough examination at this time?

Donkey " " "

yes

Reasons?

Not be thus thoroughly examined?

Efficiency of internal examination, were adopted by the thorough efficiency of those parts of each Boiler?

Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

115-lb.

Boiler doors and their fastenings of the Main Boilers? and of the Donkey Boiler?

yes

Boiler plugs of the Main Boilers? and of the Donkey Boiler?

none

Boiler fittings of the Main Boilers? and of the Donkey Boiler?

yes

Is it fitted with continuous liner? *no* or two liners? *no* or is it without liners? *no*
one liner fitted on way of strengthening only

If so, state reasons

Has it a continuous liner? or two liners? or is it without liners?

Condition of stern bush and top of after bearing of screw shaft? *A good fit*

What arrangements have been made for its completion and what remains to be done? *Complete*

auxiliary engines opened up, and the cylinders heads, pistons, valves, crank, thrust, and turner shafting, screw shafts and connections fastenings, main and auxiliary compressors with valves, evaporator coils, scavenging oil lubricating, bitge, ing pumps and valves, filters & coolers, oil heaters, and such as white metal in main bearing brasses & bottom end brasses of is dressed up; new tube plate fitted to oil cooler - this had on the tubes - The starb. engine main compressor found cracked through cylinder & casing side. To avoid delay to the vessel this was taken to Glasgow and welded up, and afterwards tested. It was replaced by a new compressor at the first opportunity. Key bolts - Yarrow type - examined throughout. The eight doors at the back

Opinion, and Recommendation:—

It is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also 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.

Machinery is eligible in my opinion for record of + M.C. 3. 20 main compressor of the starb. engine being renewed at convenience.

TUES. 22 JUL 1924

FRI. AUG. 31 1923

C. Marshall

Engineer Surveyor to Lloyd's Register of Shipping.

MACHINERY CERT. WRITTEN. 16.7.20

FRI. JUL. 16 1920

FRI. SEP. 3 1920

FRI. NOV. 18 1921

FRI. DEC. 3 1920

TUE. OCT. 10 1922

FRI. OCT. 14 1921

TUE. OCT. 14 1921

Fees applied for *Inclusive fee charged*
Received by me. *See Staff Room*

NC 3. 20 Subject (oil engines)

DBS 3. 20

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

1532-0164

back of the water drums, and the manhole doors at
front and port side water drum found slack, and
Safety valves adjusted under steam.

The machinery tried under working conditions in
ahead, and astern, and found to work well.

Cdr

N.B.—If this Report is copied by Copying Press, especial 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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