No. 15,923.

No. 9.

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

(Received at London Office FED. MAR. 30 1921)

Date of writing Report 28th March 1921 When handed in at Local Office 28th March 1921 Port of Leith

No. in Reg. Book. 6156 Survey held at Leith Date, First Survey 17 Feb 1921 Last Survey 25th March 1921 (No. of Visits 16) Master James Wilson

on the Machinery of the ~~Wood~~, ~~Iron or~~ Steel S.S. "Desdemona" When (YEAR. MONTH.) 1914

Tonnage { Gross 1225 / Net 700 } Vessel built at Lubeck By whom Schiffw. v. Heinr Koch When 1914

Registered Horse Power 134 Engines made at Altona By whom Ottensen When 1915

No. of Main Boilers 2 Boilers, when made (Main) 1914 (Donkey) ✓

No. of Donkey Boilers ✓ Owners (J. Currie & Co. Ltd) Port London Voyage Hamburg

Steam Pressure— In Main Boilers 199 lbs In Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.) Edinburgh & Alexandra

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). |
|---|---|---|
| Class Contemplated | | |

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

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? yes

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lbs

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, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓

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

Has shaft now been changed? No If so, state reasons ✓

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

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 5/32"

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

Cylinders, pistons, slides, pumps, condenser, crank, thrust, tunnel & tail shafts, sea cocks & sea cock connections, propeller & stern bush, examined & put in good order

Main boilers carefully examined throughout & found in good order

Safety valves adjusted under steam to above pressure.

Crank shaft lifted, bottom bearings scraped up. No 2 & 3 top half main bearings remetalled: H.P. bottom end remetalled: condenser tested & found tight

Main steam pipes taken down, cleaned out & tested by water to 600 lbs per □".

special 2½" bilge suction fitted to Ballast Donkey: pumping arrangements overhauled & tried on hold suctions & found satisfactory: salinometer & test cocks on both boilers renewed: double shut off cocks fitted at steam & water ends of water gauge column pipes: water gauge column copper steam & water

P.T.O.

## 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.)

The machinery of this vessel is in a good & efficient condition, and eligible in my opinion to have a record of L.M.C. 3.21 in the Register Book, also notation for tail shaft 3.21. Main Boilers approved for a working pressure of 199 lbs per square inch

Survey Fee (per Section 28) £ ' '

Special Damage or Repair Fee (if any) (per Section 28.) £ 15 ' '

Travelling Expenses (if chargeable) £ ' '

Fees applied for per letter 16 to 4/4

Received by me, 16.4.19 21 Ebb

A. T. Thomas

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 22 APR. 1921

Assigned L.R.C. 321 C.L.

FRI. 31 MAR 1922

FRI. JUL 14 1922

FRI. MAR 7 1924

FRI. 27 MAR 1925

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

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

(The Surveyor's attention is hereby specially directed to the Rules.)

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S.S. "Desdemona"

pipes taken down cleaned out & annealed: with water showing in glass there was found to be about 3½" of water above combustion chamber tops: a portion of one blade of propeller found broken off, but not in my opinion detrimental to its efficiency: a new one is now in hand: engines tried under steam on completion of overhaul & found to work satisfactory

The superheaters have now been removed from both boilers

A. T. Thomas

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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