

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

No. 91674

(Received at London Office)

Writing Report *Mar 23<sup>rd</sup> 1927* When handed in at Local Office *24 MAR. 1927* Port of *LIVERPOOL*

Survey held at *Liverpool* Date, First Survey *Mar 11<sup>th</sup>* Last Survey *March 18<sup>th</sup> 1927*  
(No. of Visits *2*)

on the Machinery of the *Wood, Iron or Steel* *Sa. Peradovic & Riob*

Gross *5341* Vessel built at *Begesack* By whom *Bremer Vulkan* When *1907*  
Net *3664* Engines made at *B* By whom *B* When *07*  
*386* Boilers, when made (Main) (Donkey)

Owners *Jugoslavenska Amerikanka* Owners' Address *Zagreb Jugoslavia*  
Managers *Plodiba* (If not already recorded in Appendix to Register Book.)  
Port *Split* Voyage

*Surveyed Afloat & in Dry Dock* *Langton & Co.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. *Port* *Part Survey for*  
Particulars of Examination and Repairs (if any) *Classification*

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

In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom?

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

Donkey " " " " " " " "

Is 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? *✓*

Has the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *Not adjusted*

Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* , and of the Donkey Boiler?

Has the Surveyor examine the drain plugs of the Main Boilers? *Yes* , and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers? *Yes* , and of the Donkey Boiler?

Has the 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? *Yes*

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

Has the shaft now fitted been previously used? *Yes* 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? *No*

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *Rewooded*

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done? *The crank pins, pumps, auxiliaries & their connections, all boiler mountings with exception of safety valves of port & starboard boilers require to be examined & all safety valves adjusted to an assigned working pressure. No plans of machinery or boilers were available during the survey held in this Port.*

This vessel has been placed in Dry Dock - propeller, stern bush, all cranks & valves & their fastenings examined. Screw shaft (ca) drawn & examined (16" dia, stern bush 5'4" long) - found satisfactory, stern bush *Rewooded*.

*14" Tunnel shaft* Cylinder, pistons & slide valves, Crank journals & main bearings (14 3/4")

Thrust shaft (14 3/4"), Tunnel shafting, Condenser, Examined & found satisfactory. The three main boilers and the safety valves of

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

This Survey has been held with a view to the eventual Classification of the vessel & the case is submitted for the information of the Committee.

Committee's Minute

Signed *Transmit to London.*

Fee (per Section 28) £ 12: - - - - - Fees applied for *23.9.1927*

Damage or Repair Fee (if any) (per Section 28.) £ - - - - - Received by me *4.10.1927*

Working Expenses (if chargeable) £ - - - - -

Engineer Surveyor to Lloyd's Register of Shipping.

*J. J. Milton* *S. Lowndes* *C. W. Read*

*25 MAR. 1927* *20 SEP 1927* *12 OCT 1927* *15 MAY 1928*

*23 JAN 1930* *22 MAY 1928* *24 AUG 1928* *12 OCT 1928* *21 JUN 1929* *28 JUN 1929*

*Liverpool* *25 MAR. 1927* *20 SEP 1927* *12 OCT 1927* *15 MAY 1928*

*Transmit to London.*

*Liverpool* *25 MAR. 1927* *20 SEP 1927* *12 OCT 1927* *15 MAY 1928*

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*not closed.*  
**RETAIN**

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

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

*23 JAN 1930*



port rotab<sup>l</sup> boilers have been examined. The remainder of the  
 boiler mountings were not opened up for examination. A few  
 screwstays have been renewed (broken), otherwise the boilers were  
 found generally, in good condition. No plans were available for  
 verification of scantlings - these will be submitted to the London  
 Office when obtained by the new owners.  
 The Cyl. dia<sup>s</sup> are 24", 34 7/8", 50", 72 13/16" & stroke 53 1/2".

J. S. Milton

RETAIN

Turner for declassification  
 partly held.  
 As the survey is incomplete  
 submitted for action is  
 necessary.

20/11  
 29/12/37



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