

Report of Survey for Repairs, &c., of Engines and Boilers. No. 603.

Date of writing Report 12/7/1921 When handed in at Local Office 12/7/1921 Port of Falmouth

No. in Reg. Book. Survey held at Falmouth.

76753 on the Machinery of the Wood, Iron or Steel ss "Bruno Lovat" ex Holford Master THU. 14 JUL. 1921

Tonnage { Gross 6185 Last Survey 6/7/1921
Net 3815 (No. of Visits ")

Registered Horse Power { 703 Vessel built at Geestendam By whom J.C. Tecklenburg & Co YEAR. MONTH. 1915

No. of Main Boilers 4 Engines made at Geestendam By whom J.C. Tecklenburg & Co When 1915

No. of Donkey Boilers 1 Boilers, when made (Main) 1915 (Donkey) ✓

Steam Pressure—199 lb Owners (H. Hogarth & Sons Mgrs) Port Arnhem Voyage ✓

in Main Boilers ✓ If Surveyed Afloat or in Dry Dock afloat

in Donkey Boilers ✓ (State name of Dock.)

Particulars of Classification (which must be inserted)

Last Report No. _____		Port _____	CHARACTER, <input checked="" type="checkbox"/> for Special Survey, <input type="checkbox"/> Date of last Survey and of Periodical Surveys.		Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Particulars of Examination and Repairs (if any) <u>Lmc</u>			<u>Class Certificate</u>			
(Periodical Surveys, when held, must be reported in this column.)						

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? *Yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *204 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *110*

Did the Surveyor examine all the

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? ✓, 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? No Is it fitted with continuous liner? ✓ or two liners? ✓ or is it with ✓

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

Is the shaft now fitted new? No Has it a continuous liner? ✓

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Not seen.*

If the survey is not complete state what *4 11 10 + 4*

the survey is not complete state what arrangements have been made for its completion and what remains to be done? *To complete the survey the propeller, stern tube & sea cocks remain to be examined, & the*

screw shaft drawn & examined; this it is stated will probably be done at a Bristol Channel port but definite arrangements have not yet

been made.

How done:- cylinders piston slides, crank, thrust & intermediate shafting, also air, circulating feed & boiler pumps

examined & found in good order. The condenser & pumping apparatus examined & found in good order.

The Main Boilers & Superheaters examined throughout & found

in good order, & all Safety Valves adjusted under steam.
A few steam rats in combustion chamber of boiler were captured & a few

tubes expanded. - 1 Superlester Valve & seat renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(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.)

as far as seen as now in good order & eligible in my opinion
to have received the 1st & 2nd of 1848 and 1849

to have report of 21st J. 21, his recommended on 1st July report
now forwarded

Amount of fee determined
in London office

Total Damage or Repair Fee (if any)..... £40 : :
 (per Section 28.)
 Tolling Expenses (if chargeable)..... £ : :
 Received by me, W. Dennis. Beck

Committee's Minute

signed 2/21 LMC 721 RD 68