

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

Date of writing Report 13 Sept. 1921 When handed in at Local Office 14 Sept. 1921 Port of NEWPORT, MON. (Received at London Office THU. 15 SEP. 1921)

No. in Reg. Book. 30278 Survey held at NEWPORT, MON. Date, First Survey May 24 Last Survey Sept. 9, 1921

on the Machinery of the Wood, Iron or Steel Anglo Colombian Master Schwartzkopf (No. of Visits 13)

Gross Tonnage 5407 Net 5333 Vessel built at Bremen By whom Act. Ges. "Messer" When 1915

Registered Horse Power 542 Engines made at Do By whom Do When 1915

No. of Main Boilers 3 Boilers, when made (Main) 1915 Owners Nitrates Products S.S. Co. Ltd. Port London

No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock Chartered by A.H. & Co. Voyage Alexandria D.H.

Steam Pressure in Main Boilers 213 lbs. (State name of Dock.) Alexandria D.H.

in Donkey Boilers 213 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) L.M.C. (Classif.)

Periodical Surveys, when held, must be reported in detail and serially 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? Yes Was a damage report made by anyone else? If so, by whom? Yes

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

Do. " " " " " " Yes

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

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

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 To what pressure were they afterwards adjusted under steam? Not adjust!

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has shaft now been changed? Yes If so, state reasons Yes

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete L.M.C. all

Safety Valves remain to be adjusted under steam.

Vessel placed in Dry Dock. Propeller, outer end of Stern Tube & outside fastenings of Sea Cocks examined & found in order.

Examined laylinders, Pistons, Valves & Valves faces, Crank Thrust & Tunnel Shafting, Condenser, Pumps, Auxiliaries Sea Cocks & Valves.

Main & Auxiliary Boilers examined internally & externally with Safety Valves, mountings & doors.

P. T. O.

General Observations, Opinion, and Recommendation:—The Machinery of this

(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.R.S. 9.11, or L.M.C. 9.11 149 lb., F.B., &c.)

Vessel is now in good condition & eligible to be closed in Reg. Book & to have record L.M.C. 9.21. T.S. even 9.20.

Working pressure 213 lbs. when survey has been completed as above.

Survey Fee (per Section 28) £40.0.0 Fees applied for 3/10/21

Special Damage or Repair Fee (if any) (per Section 28.) £ Received by me, W. Gibson

Travelling Expenses (if chargeable) £ 25/11/21 W. Gibson Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 27 SEP. 1921 L.M.C. 9.21 F.D.C.L.

Assigned L.M.C. 9.21 F.D.C.L.

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Repairs

Sin Pump liner replaced & Bucket renewed.
1st & 2nd I. P. Valve Link Motion overhauled & adjusted.
Suction & Delivery Valves & Seats of For. main Feed Pump
renewed.

Intermediate Stop Valve spindle renewed.

Three Box Spanners fitted to Blow down to acts.
Ballast Donkey overhauled & placed in good order.
All Auxiliaries overhauled & placed in good order.
Condenser Tested & found tight.

Mountings & Safety Valves of Main & Auxiliary
Boilers machined as necessary & placed in good order.
Main Steam pipes tested by water pressure to 6.50 lbs.
One length of Copper Feed Pipe renewed.

This vessel is at present laid up at this port. The
Owners Rep^t. states the Safety Valves will be submitted
for adjustment before the vessel sails.

WML