

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

(Received at London Office MON. 12 SEP 1910)

Report made *Sept 6th 1910* When handed in at Local Office *Sept 8 1910* Port of *Genoa*
 Survey held at *Genoa* Date, First Survey *July 12th* Last Survey *Sept 4th 1910*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Srgj* Master *A. Stull-oy*
 No. *2644* Vessel built at *South Shields* By whom *J. Beadhead & Sons* When *1905-1*
 No. *2354* Engines made at *do* By whom *do* When *1905-1*
 No. *295* Boilers, when made (Main) *1905-1* (Donkey) *1905-1*
 No. *2* Owners *nam a pap Umone* Port *Sabronnik* Voyage *Sulina*
 No. *1* If Surveyed Afloat or in Dry Dock *Si Graze & Bk*
 No. *160 els* (State name of Dock.)
 No. *80"*

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years since last survey. If not stated, assume 1 year.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>Reached & refloated</i>	<i>+ 2.10</i>	<i>+ L.M.C. 9.09</i>

Port *Lri* *Sanage thro'*
 Nature of Examination and Repairs (if any) *Grounding*
 when held, 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 the cause of which must be stated should be separated from Repairs due to other causes; and all in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.
13/4/10 H.

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 not made

Was a damage report made by anyone else? If so, by whom? *No*

Personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Donkey " " " " *Yes*

state for what reasons? *-*

The Boilers could not be thus thoroughly examined? *-*

Means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler? *Yes*

Examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *160 els*

Examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *80 "*

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

Examine the drain plugs of the Main Boilers? *Yes* , and of the Donkey Boiler? *Yes*

Examine all the mountings of the Main Boilers? *Yes* , and of the Donkey Boiler? *Yes*

How often drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* or two liners? *-* or is it without liners? *-*

When changed? *No* If so, state reasons *-*

Is it fitted new? *-* Has it a continuous liner? *-* or two liners? *-* or is it without liners? *-*

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? *8"* *S. shaft - last seen 11.09*

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

Consequence of this vessel having been in collision and having been damaged, she has been placed in dry dock, and the sea cocks & valves, and other fastenings examined & put into order. The screw shaft drawn and examined & found satisfactory. All cylinders, pistons, slide valves, condenser, crank, thrust, tunnel shafting, top & bottom ends, rods, glands & engines thoroughly examined & found in order. The condenser tested. Main and donkey boilers, and their safety valves examined in order, tested by water pressure, and the valves afterwards tested under steam as above. On account of damage, the non-conducting plates of the main boilers renewed, also the smoke tubes of the donkey boiler renewed, and other general minor repairs done to the machinery.

Observations, Opinion, and Recommendation:—

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.08, B.M.S. 9.08, or L.M.C. 9.08, &c. (See E.D., &c.)

The vessel's machinery is now in good condition, eligible in my opinion to remain as classed, and to have the class of *+L.M.C. 9.10*, and screw shaft seen *9.10*, made in Register Book.

Fees applied for *Sept 4th 1910*
 £ *250.00*
 Received by me, *21.9.19*
 £ *10.00*

Maurice Piton
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUE. 13 SEP 1910
Home 9.10



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

Is a Certificate required? If so, to be sent to this office.

Completion of Survey due to damage
by collision + consequent heaving.

All fittings (including screw shaft) sea connections
Engines, pumps, Condenser & boilers
examined and SV^s adjusted.

It is submitted that
this vessel is eligible for
THE RECORD.

H.M.C. 9-10

S. 9-10
AS
13-9-10

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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