

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

(Received at London Office)

TUE JUL 29 1924

Date of writing Report 22 July 1924 When handed in at Local Office

Port of Amsterdam

No. in Reg. Book Survey held at Amsterdam

Date, First Survey May 21 Last Survey July 14 1924

(No. of Visits) 9

~~22111~~ on the Machinery of the Wood, Iron or Steel Steam S. M. V. Hera

Tonnage { Gross 550  
Net 100

Vessel built at Dordrecht By whom Schuyb & Poot When 1915-12

Nominal Horse Power 140

Engines made at Amsterdam By whom L. Goedkoop When 1915

No. of Main Boilers 1

Boilers, when made (Main) (Donkey) 1915

No. of Donkey Boilers one

Owners Red Ind. Paul. Noord. Stij. Port Greenway Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

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 how expired	Machinery and Boiler Surveys (including date of N.B., if any)
<input checked="" type="checkbox"/> 100A1	10.23	<input checked="" type="checkbox"/> L.M.C.
<u>Car. P. &amp; B. 10.23</u>		<u>DRS 10.23</u>
<u>55. Mod. 8.21.20</u>		<u>P. 15 10.23.20</u>

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

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

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? 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? All parts opened out.

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? L To what pressure were they afterwards adjusted under steam? L

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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? L , and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? L Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

Is the shaft now fitted new? L Has it a continuous liner L Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? L

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? A ft.

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

This vessel is reported to have been in fire; please see Surveyor's Report H. 21.3.24.

The following done: Both the oil engine and auxiliary removed from the vessel and new engine fitted in the vessel; please see entry Report hereto attached. All connections overhauled, holding down bolts examined; all air pipes from compressors to air pipes and from air pipes to engine removed and tested as required.

The vessel has been placed in dry dock, both screw shafts drawn and examined; shafts skinned fair on the bottom and refitted; Gullum shafts skinned up; Steer bushes and propeller gear; sea connections and their fastenings overhauled and made good.

General Observations, Opinion, and Recommendation:— P.T.O.

(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.C.M.S. 9.11, or L.M.C. 9.11, 1915, S.D., &c.)

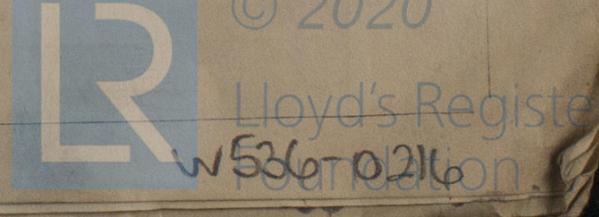
The machinery of this vessel being now in good and efficient condition I am of opinion that she is eligible to remain as classed with record of new engine fitted 7.24 B.S. 4.24. Screw shafts, Sun 7.24.

Survey Fee (per Section 28)	<u>£ 90</u>	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 28.)	<u>£</u>	Received by me,	10
Swelling Expenses (if chargeable)	<u>£ 19</u>		

P. T. O.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 8 AUG 1924

Signed + L.M.C. 7.24  
+ R.C. 17.24  
D.C.S. 7.24



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

This is a Certificate required by 1150, to be sent to the Admiralty.

Fire damage.  
New Main & Auxiliary Oil Engines  
fitted.  
S.S. No 2 due 12.23 held.

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.

T.M.C. 724.  
+ N.E. 724  
D.B.S. 724.  
160 N.H.P.

Book 8. 724.

*[Signature]*  
6/8/24.

Donkey trials brought in workshop; trials being  
renewed; trials resumed, internally and externally  
and found in good and efficient condition.  
Pressure tested to 150 lbs. by hydraulic pressure and  
found and tight.  
Safety valve adjusted to 100 lbs per sq. inch.  
All mounting and fittings overhauled.  
The machinery has been tested under full  
working condition and good.  
Both main air vessels renewed or given entry repair.  
Electric light installation renewed complete. As per repair.

*[Signature]*

THIS REPORT IS  
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THE RECORD.

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

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