

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 Survey held at Amsterdam

Date, First Survey March 11 Last Survey July 14 1924

on the Machinery of the Wood, Iron or Steel *Penn. S. M. V. Hera*

(No. of Visits) 9

Tonnage Gross 550
Net 100Vessel built at *Amsterdam*By whom *Schuyt & Co.* When 1915-12

Nominal Horse Power 140

Engines made at *Amsterdam*By whom *L. G. Grootenboer* When 1915

No. of Main Boilers

Boilers, when made (Main)

(Donkey) 1915

No. of Donkey Boilers

Owners *Red Ind. and Paul. H. H. H. H.*Port *Greenwich* 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	Machinery and Boiler Surveys (including date of N.B., if any)
<input checked="" type="checkbox"/> 100A1	10.23		<input checked="" type="checkbox"/> LMC
<i>Cor. 10.23</i>	<i>10.23</i>		<i>DBS 10.23</i>
<i>ss. 10.23</i>	<i>10.23</i>		<i>10.23</i>

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? *2 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 Letter 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 *Surveyor's Report* hereto attached. All connections overhauled.

holding down bolts examined; all air pipes from compressors to

air vessels and from air vessels to engine removed and tested

as required.

The vessel has been placed in dry dock, both screw shaft

hafts are examined; shafts skinned fair on the bottom

and refitted; bottom plates shafts skinned up; stem bushes

and propellers good; 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, 100A1, S.D., &c.)

The machinery of this vessel being now in good and

efficient condition. I am of opinion that this is likely

to remain as shown with record of new engine fitted 7.24

B.S. 9.24. Screw shafts. Sun. 7.24.

Survey Fee (per Section 28) *£90.-*Special Damage or Repair Fee (if any) *£*Swelling Expenses (if chargeable) *£19.-*

Fees applied for

19

Received by me,

19

F. R. Bennett

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 8 AUG 1924

Signed

+ L.M.C. 7.24

+ R.B. 7.24

D.C.S. 7.24

CERTIFICATE WRITTEN



© 2020

Lloyd's Register

W536-0216

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

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

Fire damage.
 New Main & Auxiliary oil Engines
 fitted.
 SS 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.

+ 1 MC 724.
 + 1 NE 724
 + 1 DS 724.
 160 N.H.P.
 6/8/24.
 6/8/24.
 6/8/24.
 6/8/24.

Smoke pipes brought in workshop; pipes lagging
 removed; pipes examined, internally and externally
 and found in good and efficient condition.
 Piston tested to 150 lb. by hydraulic pressure and
 found good and tight.
 Safety valve adjusted to 100 lb 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 per. 1 entry Repad.
 Electric light installation renewed complete. As per Repad.

F. W. Bennett

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.