

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

(Received at London Office

FRI. 25 JAN. 1924

Date of writing Report *Jan 24* 19*24* When handed in at Local Office *Jan 24* 19*24* Port of *Southampton*

No. in Reg. Book. *Survey held at Southampton* Date, First Survey Last Survey 19

*34259* on the Machinery of the ~~Wood, Iron or Steel~~ *T. S. S. "SUNTEMPLE"* (No. of Visits)

Tonnage { Gross *2379* Vessel built at *Belfast* By whom *Harland & Wolff, L.* When *1909*  
Net *1387* Engines made at *do.* By whom *do.* When *1909*

Nominal Horse Power } Boilers, when made (Main) *1909* (Donkey) ✓  
No. of Main Boilers *25A* Owners *United Baltic Corporation Ltd.* Port *London* Voyage

No. of Donkey Boilers ✓  
Steam Pressure in Main Boilers *215* If Surveyed Afloat or in Dry Dock  
in Donkey Boilers ✓ (State name of Dock.)

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

Last Report No. _____	Port _____	CHARTER. * for Special Survey. Date of last Survey and of Periodical Surveys. _____	Years Assigned to expired. _____	Machinery and Boiler Surveys (including date of N.E., if any). _____
Particulars of Examination and Repairs (if any) <i>Classing</i>		<div style="border: 1px solid black; padding: 5px; font-size: 1.2em; font-family: cursive;">             Class Contemplated           </div>		
<p>Periodical Surveys, when held, must be reported in detail and serialim 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 <u>Damage</u> (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.</p>				
<p>In <u>damage</u> 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? <input checked="" type="checkbox"/></p> <p style="margin-left: 100px;">Was a damage report made by anyone else? If so, by whom? <input checked="" type="checkbox"/></p>				

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

Do.	"	Donkey	"	"	"
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and what parts of the Bollers could not be thus thoroughly examined? ↙

no 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? *215 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓* To what pressure were they afterwards adjusted under steam? *✓*  
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes*, and of the Donkey Boiler? *✓*

Q Did the Surveyor examine the drain plugs of the Main Boilers? *yes* , and of the Donkey Boiler? *yes*

Q Did the Surveyor examine all the mountings of the Main Boilers? *yes* , and of the Donkey Boiler? *yes*

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

the shaft now fitted new? No Has it a continuous liner ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

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

placed in dry dock, both screw shafts, stern tubes, propellers, sea connections & outside fittings examined & found in order.

Examined all cylinders, pistons, valves & chests, covers, rods, crank, thrust & intermediate shafting, all bearings, condensers, pumps & pumping arrangements & found in good condition. Main boilers examined internally & externally together with all mountings & safety valves & found to be in good condition.

Main boiler safety valves adjusted under steam as above.

*General Observations, Opinion, and Recommendation:—*

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.

149 lb. F.D. 46-1

Submitted for the information of the Committee

y Fee (per Section 28).....  
 al Damage or Repair Fee (if any).....  
 (per Section 28.)  
 elling Expenses (if chargeable).....  
 Committee's Minute  
 igned  
 L. Lab 1. 24  
 C. L.

Fees applied for  
 19\_\_\_\_\_  
 Received by me,  
 19\_\_\_\_\_  
 FRI FEB 28 1924  
 FRI MAY 30 1924  
 N. J. Garnett  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register  
 W592-0110  
 Foundation