

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

Date of writing Report 4 AUG 1925 19 4 AUG 1925 When handed in at Local Office 4 AUG 1925 19 4 AUG 1925 (Received at London Office 4 AUG 1925) Part of London (General)

No. in Reg. Book. 15900 Survey held at Great Yarmouth Date, First Survey 22nd July Last Survey 29th July 1925
on the Machinery of the Wood, Iron or Steel Aux. Sch. 3 Mt. "Barns" "Hissler" (No. of Visits 4)

Gross <u>320</u>		Vessel built at <u>Martenshoek.</u>		By whom <u>Gehr. & H. Bodewes</u>		When <u>1919.</u>	
Net <u>243</u>		Engines made at <u>Ipserich.</u>		By whom <u>Vickers-Pettus Ltd</u>		When <u>1919.</u>	
Nominal Horse Power <u>54</u>		Boilers, when made (Main) <u>✓</u>		(Donkey) <u>✓</u>			
No. of Main Boilers <u>✓</u>		Owners <u>A. Redons & Co.</u>		Owners' Address <u>Buenos Aires</u>			
No. of Donkey Boilers <u>✓</u>		Managers <u>✓</u>		(if not already recorded in Appendix to Register Book)			
Steam Pressure— in Main Boilers <u>✓</u>		If Surveyed Afloat or in Dry Dock <u>Afloat</u>		Port <u>Buenos Aires</u>		Voyage <u>Buenos Aires</u>	
in Donkey Boilers <u>✓</u>		(State name of Dock.)		Particulars of Classification (which must be inserted)			

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

Periodical Surveys, when held, must be reported in detail and seriatim 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? ☒

Do. " Donkey " "

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

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

120 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? ✓

Should the Surveyor examine the Safety Valves of the Main Boiler? ☒

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Bollers? ✓

... and of the Donkey Boiler?

Does the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boiler? ✓

Will the Surveyor examine all the mountings of the Main Boilers? ☒

and of the Donkey Boiler? ✓

crew shaft now been drawn and examined? Yes Is it fitted with continuous liner? No liner 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 ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Nil

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

The cylinders, pistons, valves & valve gears, connecting rods, top & bottom end brasses, pumps, reversing gear, crank, thrust & propeller shafting, stern bush, seaconnections & their fastenings, examined

The air compressor cylinders, pistons & valves examined. the auxiliary engine for diving compressor & bilge pump examined.

The separate fuel storage tank examined externally, (3 parts filled with oil)
The silencer examined.

The pumping arrangements examined throughout & appears to be generally in accordance with the Rules.

The main & auxiliary engines tested under working conditions found satisfactory
Air received exam^d under pressure. See Ltr 7/8/55.

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, E.S. 9.11, E.&M.S. 9.11, or $\frac{1}{2}$ L.M.C. 9.11, (40 lb., F.D., &c.)

The engines are in good working condition + eligible in my opinion for the class contemplated. - + to have record of L.N.C. 7.25

Survey Fee (per Section 28)	£		Fees applied for	19
Special Damage or Repair Fee (if any)	£		Received by me,	10
(per Section 28.)	£			
Travelling Expenses (if chargeable)	£			

Committee's Minute TUES. 11 AUG 1925

Assigned dm 6.7.25
CERTIFICATE WRITTEN Oil Engines

FRL 1 JAN 1926

TUES. 15 FEB 1927

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W598-0182

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

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