

of CARDIFF.

It is also 20th January 1921.

James Barclay,

Mr. Lowdon, the representative of the Owners of the ex-German steamer

"FALKENFELS", now "TRIDENTHAT".

8322 tons gross, 750 nominal horse power, of St. Ives, make a survey of the main and auxiliary engines and boilers, with a view to their being classed in this Society's Register Book.

The vessel was placed in the Mount Stuart Dry Dock Co., Dry Dock, Cardiff, on the 2nd December 1920, and on this and subsequent days while in dry dock and afterwards afloat in the Queen Alexandra Dock, Cardiff, the whole of the main and auxiliary engines and boilers were opened up for examination and these found or now put in good condition as follows

Propeller, two new blades fitted,

Stern tube stuffing box repacked, and brass nuts fitted to gland studs

Bilge suction pipes repaired.

Condenser tested, Iron bolts in through stays wasted, now renewed in brass.

Seire pump overhauled, valve spindle pins, piston rings, and rings for water buckets renewed, suction and delivery valves and seats, faced and refitted.



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General service pumps taken to works and overhauled, cylinders bored out, piston rings renewed, water end rods trued up, new fibre valves fitted, valve gear made good, pumps refitted in place.

Ballast pump, which also pumps from bilges, fitted with a separate bilge suction. It is also fitted with a master valve, which separates tanks from bilges.

Dynamo engine overhauled, slide valve spindle trued up, neck bush renewed, electric installation overhauled.

Ash hoist engine and fan engines overhauled.

Evaporator cleaned and overhauled.

Main Boilers. Leaking circumferential seam in forward boiler bulked.

All furnaces gauged and gaugings compared with those made twelve months ago, and found in order, there is no appearance of any movement.

All mountings overhauled and ground in.

Furnace and smoke box doors, fittings, and air valves overhauled.

Pipes in way of hull repairs refitted.

Main and auxiliary engines, and boilers tried under steam and found satisfactory.

As far as can be judged from the inspection of the various parts of the machinery and boilers now examined, I am of the opinion that the machinery and boilers of this vessel appear to be in a fit condition to run for a period of six months.

James Barclay

SURVEYOR TO LLOYD'S REGISTER.



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