

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

6 FEB 1926

(Received at London Office)

Date of writing Report Jan 21<sup>st</sup> 1926 When handed in at Local Office Jan 21<sup>st</sup> 1926 Port of New York  
 No. in Reg. Book. 13211 Survey held at Jersey City & Bklyn Date, First Survey 6 Jan Last Survey 12 Jan 1926  
 on the Machinery of the Wood, Iron or Steel SC "ANTINOE" (No. of Vessel)  
 Tonnage { Gross 3748 Vessel built at Sunderland By whom Bartram & Sons When 1902-9  
 Net 2386 Engines made at Sunderland By whom Decker & Sons Ltd When 1902  
 Nominal Horse Power 352 Boilers, when made (Main) 1902 (Donkey) 1902  
 No. of Main Boilers 2 Owners New Egypt & Levant Shipping Co Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers 1 Managers Bowen Rees & Co Ltd Port Suez Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock yes  
 in Donkey Boilers 120 (State name of Dock.)

Last Report No. 45575 Port CFF  
 Particulars of Examination and Repairs (if any) BS

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

CHARACTER of Special Survey Date of last Survey and of Periodical Surveys.	Years Assigned or applied.	Machinery and Boilers Surveyed (including date of survey).
<u>+100A1</u>	<u>4-25</u>	<u>+LMCM 1-22</u>
<u>SS YKA N°3, 4-14</u>		<u>BS 1-24</u>
<u>SS YKA N°2 - 22</u>		<u>CL 1-25</u>

(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 " " " yes  
 If this was not done, state for what reasons? \_\_\_\_\_

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

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? yes To what pressure were they afterwards adjusted under steam? \_\_\_\_\_  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes 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? yes  
 Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_ , and of the Donkey Boiler? \_\_\_\_\_

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

Has screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓  
 Has shaft now been changed? ✓ If so, state reasons \_\_\_\_\_

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

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

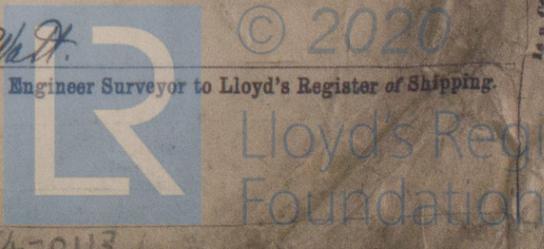
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? All main & Donkey boiler safety valves to be adjusted under steam.

How Done - Main & Donkey boilers examined internally and externally, also mountings, doors & safety valves all found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible in our opinion to remain as classed, with fresh record of survey, BS 1-26, when all safety-valves have been adjusted under steam.

Survey Fee (per Section 28) \$35.00  
 Special Damage or Repair Fee (if any) £  
 Travelling Expenses (if chargeable) NEW YORK JAN 27 1926  
 Committee's Minute  
 Assigned Deferred

Fees applied for 29 Jan 1926  
 Received by me, Alexander Mac Watt



W654-0113

B. 12/25. partly led

It is admitted that this vessel was eligible for the record B.S. 1.26 when all

safety valves have been adjusted under steam.

*[Signature]*  
12/2/26

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.