

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

(Received at London Office 12 DEC 1921)

Date of writing Report 9th Dec. 1921 When handed in at Local Office 12 DEC 1921 Port of London (Spencer)
 No. in Survey held at Wentworth Brightonsea Date, First Survey 30th Mar. 1921 Last Survey 9th Dec. 1921
 Reg. Book. 28880 on the Machinery of the Wood, Iron or Steel Se. N. Robert Double Master 89
 Tonnage { Gross 326 Vessel built at Gool By whom Gool. A. B. & Repairing Co. When 1918
 Net 150 Engines made at Coathedges By whom H. Beardmore & Co. When 1918
 Registered Horse Power 69 Boilers, when made (Main) 1918. (Donkey)
 No. of Main Boilers 1 Owners The Admiralty Port London Voyage Laid up
 No. of Donkey Boilers 1 Surveyed Afloat in Dry Dock Penon, Petcher & Newport Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 200 lb
 in Donkey Boilers

Last Report No. Port Admiralty Periodical

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 nature 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 " " " None

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? 200 lb

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?

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?

Has 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?

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? Nil.

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

The main engine cylinders, pistons, slide valves, crank, thrust, intermediate and screw-shafting, condenser pumps main and auxiliary, with connections, steam tube, propeller, sea-cocks, valves & fastenings, etc. engines generally examined.
 The main boiler examined, internally, externally and found satisfactory.
 All mountings examined & put in safe working condition.
 The main engine & boiler tried under full power, at sea & worked satisfactorily, all pumping arrangements tested.
 The safety valves of main boiler adjusted to blow at 200 lbs.

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, etc., F.D., &c.)

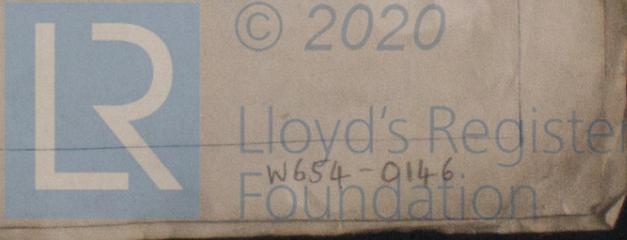
The machinery of this vessel is in good condition & eligible in my opinion for the record L.M.C. 12-31 in Register Book.

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

A. E. Larmer
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + L.M.C. 12.21
C.L.

FRI. 6 JAN 1922
 CERTIFICATE WRITTEN



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