

Report of Survey for Repairs, &c., of Engines and Boilers. No. 14652a

Date of writing Report 20 July 1921 When handed in at Local Office 19 21 Port of HAMBURG

No. in Reg. Book. Survey held at HAMBURG Date, First Survey 18 June 1921 Last Survey 19 July 1921
 on the Machinery of the ~~Wood, Iron or Steel~~ S. S. Rabat Master R. W. Stump
 Gross Tonnage 1773 Net 1043 Vessel built at Lilbeck By whom Schiffw. v. Henry Koch When 1912
 Registered Horse Power 160 Engines made at Altona By whom Ottensever Maschf. When 1912
 No. of Main Boilers 2 Boilers, when made (Main) 1912 (Donkey)
 No. of Donkey Boilers 1 Owners Mc. Andrew & Co. Port London Voyage London
 Steam Pressure in Main Boilers 185 lbs If Surveyed Afloat or in Dry Dock Afloat, Dry Dock
 in Donkey Boilers

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Admitted how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
		Unclassified

Last Report No. Port Particulars of Examination and Repairs (if any) Classing

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. E. 9/6.21; S. 13/6.21

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 " " "

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? 185 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?

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? n or two liners? n or is it without liners? yes

Has shaft now been changed? n If so, state reasons

Is the shaft now fitted new? n Has it a continuous liner? n or two liners? n or is it without liners? yes

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? a fit Cederwall's Patent

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

Examined in Dry Dock propeller, propeller shaft, when drawn, stern bush and sea connections, when opened up, as well as their fastenings, found all of these parts in good condition. Further examined all cylinders, pistons, distributing mechanism, valves, rods, crankshafts with bearings, thrust shaft, block, line of tunnel shaftings, condenser, pumps, pipes, connections, auxiliaries. Examined Main Boilers internally, externally, and their mountings, under steam, found all of these parts in good order after the following repairs have been carried out: Intermediate stop valve 2 new rings fitted, 2 H.P. Piston rings renewed, I.P. Crank bearing bottom half re-metalled, a number of condenser tubes renewed, Bilge pump suction valve chest renewed, separate Donkey suction fitted to Ballast pump; Feed pumps rams shimmed up, neck bushes renewed, glands rebushed; Bilge pumps rams shimmed up, neck bushes renewed, glands rebushed; steering gear stop valve renewed, feed heater new fitted, some leaky seams, rivets of boiler caulked; Machinery tested under steam.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel, as far as seen, is in good & efficient condition, eligible in my opinion to be classed with the Society and to have notification of U.M.C. 7. 1921 and Tailshaft seen 7. 21.

Survey Fee (per Section 28) £ 20:00 Fees applied for 26/7/19 21
 Special Damage or Repair Fee (if any) (per Section 28.)
 Travelling Expenses (if chargeable) £ 19.8.19
 Received by me, 19.8.19

Committee's Minute Assigned See First Entry report

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 23 JAN 1925
 FRI. 20 DEC. 1924
 FRI. 10 FEB. 1922
 Lloyd's Register Foundation
 W661-0050

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