

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

(Received at London Office)

SAT 23 JUL 1921

Date of writing Report 20 July 1921 When handed in at Local Office

Port of HAMBURG

No. in Reg. Book. Survey held at HAMBURG

Date, First Survey 18 June 1921 Last Survey 18 July 1921

on the Machinery of the ~~Wood, Iron or Steel~~ *Sc. Ir. Rabat*

Master *R. W. Stump*  
YEAR. MONTH.

Gross Tonnage 1723  
Net 1043

Vessel built at *Lilbeck*

By whom *Shiffen. v. Henry Stark*

When 1912

Registered Horse Power 160

Engines made at *Altona*

By whom *Ottensever Mashf.*

When 1912

No. of Main Boilers 2

Boilers, when made (Main) 1912

(Donkey)

No. of Donkey Boilers

Owners *Mc. Andrew & Co. Ltd.*

Port *London*

Voyage *London*

Steam Pressure in Main Boilers 185 lbs.

If Surveyed Afloat or in Dry Dock *Afloat, Dry Dock*  
(State name of Dock.)

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

CHARACTER.  
X for Special Survey.  
Date of last Survey and of Periodical Surveys.

Year Assessed  
now expired.

Machinery and Boiler Surveys  
(including date of N.B., if any).

*Unclassed*

Last Report No. Port

Particulars of Examination and Repairs (if any) *Classing*

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. *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, 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 remounted, a number of Condenser tubes renewed, Bilge pump section valve chest renewed, separate Donkey section fitted to Ballast pump; Feed pumps rams skimmed up, neck bushes renewed, glands rebushed; Bilge pumps rams skimmed 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 L.M.C. 7. 1921 and Tailshaft seen 7.21.*

(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, 140 lb., E.D., &c.)

Survey Fee (per Section 28) £

20.00

Fees applied for

Special Damage or Repair Fee (if any) (per Section 28.) £

20.00

Received by me

Travelling Expenses (if chargeable) £

19.8

19.8

FRI. AUG. 19 1921

Committee's Minute

Assigned

*See First Entry report*

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 23 JAN 1925

FRI. 2 DEC 1921

FRI. 10 FEB. 1922

Lloyd's Register Foundation

W661-0050