Rpt. 9.

No. 637

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

(Received at London Office TUE APR. 31923)

Date of writing Report 28th March 1923 When handed in at Local Office ____ 19__ Port of Bremen

No. in Reg. Book. 59044 Survey held at Bremen & Bremerhaven Date, First Survey 4th Febr. 22 Last Survey 27th March 1923 (No. of Visits 78)

on the Machinery of the ~~Wood~~, ~~Iron~~ or Steel Twin S/S "OHIO" ex MÜNCHEN"

Tonnage { Gross 8940 / Net 10234

Registered Horse Power 6 DB / No. of Main Boilers 15 B

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 220 lb

in Donkey Boilers ✓

Vessel built at Bremen By whom Act. Ges. Weser When 1922

Engines made at Bremen By whom Act. Ges. Weser When 1921

Boilers, when made (Main) 1921 (Donkey) ✓

Owners Royal Mail Steam Packet Co. Port Southampton Voyage Hamburg.

If Surveyed Afloat or in Dry Dock both (State name of Dock.) Kaiserdock, Bremerhaven

Last Report No. ____ Port ____

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.	Years Assigned or not expired.	Machinery and Boiler Surveys (including date of N.B., if any).

Particulars of Examination and Repairs (if any) Special Survey

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 17.2.22

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? None

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? 220 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? None, 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? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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 vitæ 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? Complete.

All working parts of the engines opened out. In dry dock examined the propellers, both screw shafts drawn, stern bushes, sea connections opened out, and their fastenings and found all these parts in good condition.

The cylinders, pistons, slide valves, rods, crank, thrust and tunnel shafts, pumps and condensers examined all in order.

The pumping arrangement, valves, cocks, ballast and bilge suction pipes and roses examined and found good.

All boilers opened out examined internally and externally and their mountings opened out and found all in good condition. Under steam the boilers were found tight and their safety valves have been adjusted as above. (Rpt 4 & 5A attached.)

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, 140 lb., F.D., &c.)

It is recommended that the vessel's machinery be accepted for the original working pressure of 220 lb and that a notation of ✠ L M C 3,22, F.D., O.G. be assigned without the distinguishing mark ✠.

Survey Fee (per Section 28) ..... £ : :

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

Travelling Expenses (if chargeable) ..... £ 1 10 0

Fees applied for ____ 19__

Received by me, ____ 19__

Committee's Minute TUE 17 APR 1923

Signed see Minute in F.E. report.

G. H. C. Kemp.

Engineer Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to ____

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

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