

pt. 9. No. 1810
Report of Survey for Repairs, &c., of Engines and Boilers.

FRI. JUL. 30 1920

(Received at London Office)

Date of writing Report July 19 1920 When handed in at Local Office July 19 1920 Port of Montreal
 No. in Survey held at Montreal Date, First Survey July 12 Last Survey July 17 1920
 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "JAVARY" Master M. Maguire
 Gross 4198 Vessel built at Hamburg By whom Blohm & Co. When 1915
 Net 2569 Engines made at " By whom " " When 1915
 Registered Horse Power 275 Boilers, when made (Main) 1915 (Donkey) "
 No. of Main Boilers 2 Owners Shipping Brothers (S. D. & Co. Mys) Port London Voyage London
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock
 Steam Pressure in Main Boilers 200 lbs
 No. of 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 Assigned now expired.	Machinery and Boilers Surveys (including date of N.B., if any)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Repairs

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.

Where 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?

Do. " " Donkey " " " "

What parts of the Boilers could not be thus thoroughly examined?

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? To what pressure were they afterwards adjusted under steam?

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? 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? and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

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

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft?

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

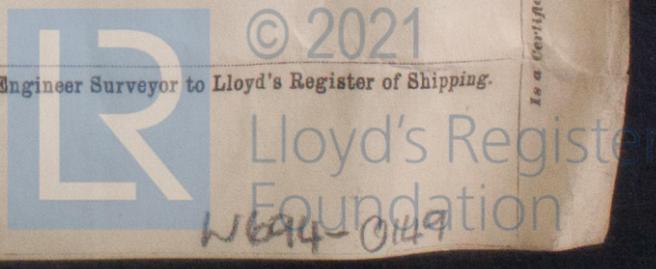
Port Boilers examined at Captain's request. Found in C. C. Chamber about twenty five rivets leaking in the front and wrapper sheets. Have previously been electrically welded but part of this was started. The rivets have snap heads on both sides with practically no counter sink. The leaking rivets were cut out and renewed the inside plate being counter sunk. Started welding was cut away renewed and extended. The seams inside the boiler were also welded on each side in way of the leakage. At the saddle corners the welding was carried down over what appeared to be patch bolts. The boiler pressure was applied by means of the feed pumps, the repairs examined and found tight.

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, R.S. 9, 11, B.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)
The above is forwarded for the information of the Committee.

Survey Fee (per Section 28) £25.00
 Special Damage or Repair Fee (if any) 1.10
 (per Section 28.)
 Printing Expenses (if chargeable) 1.10
 Fees applied for July 17 1920
 Received by me, _____
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Committee's Minute
 Signed not for Committee



Insert Character of Machinery precisely as in the Register Book.

As this vessel is not cladded

Submitted no action is needed. 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.

in this report

SP
6/9/20

RECEIVED

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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