

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

(Received at London Office 26/4/19)

Report Apr. 24th 1919 when handed in at Local Office 25/4/19 Port of London

Survey held at London Date First Survey 1st Jan Last Survey 17th April 1919

the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Revenge" Master W. Brown

Vessel built at Slittercross By whom M. van der Krijp When 1905-5

Engines made at Alblasserdam By whom Alblasserdam When 1905

Boilers, when made (Main) 1905 (Donkey) (Donkey)

Owners Elliot & Fyfe, Ltd. Port London Voyage

If Surveyed at Fletcher's Dock (State name of Dock.) S.S.

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A.1.</u>		<u>+ hull 7.16</u>
<u>For towing purposes</u>		<u>7.16</u>
<u>S.S. Rot. No. 2.13</u>		<u>7.5.11.12.16</u>

Ports of Examination and Repairs (if any) + hull

Days, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on engine (the cause of which must be stated) should be separated from repairs due to other causes; and detailed in the body of the report, should be briefly summarised at the end of the report. State also the date of any letters respecting this case.

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 not accepted.

Was a damage report made by anyone else? If so, by whom? No

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Where the Main Boilers could not be thus thoroughly examined? No

What means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler? Yes

Were the Safety Valves of the Main Boiler examined? Yes To what pressure were they afterwards adjusted under steam? 170 lbs per sq in

Were the Safety Valves of Donkey Boiler examined? Yes To what pressure were they afterwards adjusted under steam? Yes

Were all the manholes, doors and their fastenings of the Main Boilers examined? Yes and of the Donkey Boiler? Yes

Were the drain plugs of the Main Boilers examined? Yes and of the Donkey Boiler? Yes

Were all the mountings of the Main Boilers examined? Yes and of the Donkey Boiler? Yes

Has the Main Boiler been drawn and examined? Yes Is it fitted with continuous liner? no or two liners? Yes or is it without liners? Yes

Has the Donkey Boiler been drawn and examined? Yes Is it fitted with continuous liner? no or two liners? Yes or is it without liners? Yes

Has the space between lignum vitae of stern bush and top of after bearing of screw shaft been examined? Yes

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

Examination in consequence of re-delivery of vessel to the Owners & Capt.

The screw shaft drawn & examined, the sea-cocks examined, the main injection valves & main discharge valves tuned up.

The sea-cock & propeller fastenings examined.

Examined the cylinders, pistons, slides, crank, thrust & tunnel shafting. The top piston rod tuned up. Guides examined 2 tubes renewed. S.P. piston rings renewed. S.P. piston valve rings renewed. Feed pump valves & seats renewed. Water seal of bilge pump renewed. The evaporator overhauled. The feed donkey & Reverse donkey overhauled.

Examined the boiler with its mountings & safety valves.

Observations, Opinion, and Recommendation:—

Early 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, S.M.S. 9, 11, or L.M.C. 9, 11, or 12, F.D., &c.

The machinery is in good order & eligible in my opinion to remain as classed and to have hull 4.19.

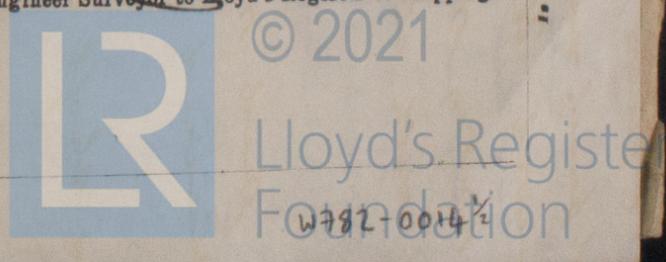
The examination of the screw shaft to be recorded.

For Section 22) £ 4.0.0 Fees applied for 6/5/1919

For Section 23) £ Received by me, 9.5.1919 J.B.W.

Signature of Surveyor: J.P. Cornish Engineer Surveyor to Lloyd's Register of Shipping.

Date: TUE. 20 MAY. 1919



16403 the 5.17 now held
down shaft examined. Small repairs
to engine boiler

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 4.19

5419

[Signature]
8/5/19

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dumped as to spread the ink, or to cause it to show through to the other side.

London

Continuation of Report No. 8778 dated 24/4/19. on the

S.S. "Roveret"

above. The mountings cleaned up. The water pump
tings removed & overhauled.

number of screw stays renewed, & electric welding
back ends & furnaces extended; the two bottom
pans renewed.

boiler remained under steam and the safety
valves adjusted as above.

J.H. Cornick

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.