

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

SAT. FEB. 12 1921

(Received at London Office)

Survey Report *5th April 21* When handed in at Local Office *19* Port of *Rotterdam*

Survey held at *Rotterdam* Date, First Survey *26 Jan* Last Survey *20 Jan* 1921

on the Machinery of the *Wood, Iron or Steel* *S/S MELANIA* Master *J. Powell*

Gross *5814* Vessel built at *Stockton* By whom *Craig, Taylor & Co. Ltd* When *1914 - 5*

Net *3437* Engines made at *Sunderland* By whom *N.E. Marine Eng Co Ltd* When *1914*

Boilers, when made (Main) *1914* (Donkey) *(Donkey)*

Boilers *3* Owners *Anglo Saxon Petroleum Co Ltd* Port *London* Voyage *Prawl Point*

Boilers *100 lb* If Surveyed Afloat or in Dry Dock in *P.H. dock*

Boilers *100 lb* 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 since last survey expired.	Machinery and Boiler Surveys (including date of N.E., if any).
*100A1 6.20 S.S. 111 N-20		*L.M.C. 4.19 B.S. 4.20 S.S. 7.19

Report No. _____ Port _____

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

Surveys, 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 damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case. *E.F. 1-21*

In 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 not? 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?

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

Were any parts of the Boilers not done, state for what reasons? *Probes not due for survey.*

Were any parts of the Boilers could not be thus thoroughly examined?

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

Has the screw shaft now been changed? If so, state reasons

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *10" bare*

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

FORM:— *The installation for burning oil fuel and found good and efficient condition and complying with the Society's Rules and approved plans. Plans are returned herewith.*

Where and when tested and by whom? *Rotterdam, 12 Feb 1921*

Where and where tested and by whom? *Rotterdam, 12 Feb 1921*

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.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Installation being now in good and efficient condition I am of opinion that the vessel is eligible for a notation fitted for oil fuel F.P. above 150° F

As how fitted for oil fuel 1.2.21 F.P. above 150° F

Fee (per Section 25)..... *£60.00*

Damage or Repair Fee (if any) (per Section 25.)..... *£0.00*

Expenses (if chargeable)..... *£0.00*

Fees applied for
3/2 1921
Received by me,
3/2 1921

TUE. 15 FEB. 1921

Committee's Minute _____

Signature _____

As how fitted for oil fuel 1.2.21 F.P. above 150° F



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

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

Oil fuel burning installed

**It is submitted that
this vessel is eligible to
remain as CLASSED.**

N.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.

Fitted for oil fuel 1.2.1. F. Paton
150° F.

[Signature]
14/2/21



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