

W806

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

(Received at London Office)

Date of writing Report 27 July 1918 When handed in at Local Office 10 Port of Plymouth
No. in Survey held at H.M. Dockyard, Devonport Date, First Survey 19th June Last Survey 6th July 1918
489 on the Machinery of the H.M. Iron or Steel J.S. OTRANTO Master W. S. OTRANTO
Tonnage Gross 12124 Net 7433 Vessel built at Belfast By whom Workman, Clark & Co. Ltd. When 1909, 6
Registered Horse Power 1977 Engines made at Belfast By whom Workman, Clark & Co. Ltd. When 1909
No. of Main Boilers 4 Boilers, when made (Main) 1909 (Donkey) Nil
No. of Donkey Boilers 2 Owners Orient S. Nav. Co. Ltd. Port Belfast Voyage Outfit
Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock Afloat
in Donkey Boilers 1

Port No. 5225 Port Syd Demised
Years of Examination and Repairs (if any) Port LMC No 2

When held, must be reported in detail and verbatim 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 details of any letters respecting this case.

CHARACTER.	Year Assigned.	Machinery and Boiler Survey (including date of S.S., if any).
<u>+100 A1.</u>		<u>+ L.M.C. 9, 10.</u>
<u>Stellar dk.</u>		<u>+ Lloyd's</u>
<u>S. 13.</u>		<u>R.M.C. 4, 4.</u>
		<u>T.S. 2, 16</u>

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? Yes

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? None fitted.

State for what reasons? None fitted.

Of the Boilers could not be thus thoroughly examined? None

By what 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? None

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Adjusted at Equivalents for 1917

Did you examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? None

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did you examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did you examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Have the Main Boilers now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? None or is it without liners? None

Have the Donkey Boilers now been drawn and examined? Yes If so, state reasons None

Were the Main Boilers fitted now? Yes Was it a continuous liner? Yes or two liners? None or is it without liners? None

State between ligament wire of stern bush and top of after bearing of screw shaft? Port 3/16" Star 1/8"

not complete state what arrangements have been made for its completion and what remains to be done? Remainder of Rule requirements left convenient.

Examined - all under water fittings both sides, H.P. M.P. & L.P. Cylinders, pistons, valves and cylinder slide faces - piston & slide valve rods & both main engine & port & starboard circulating pumps & found all parts examined in good condition. Propellers examined and shafting found down on starboard side 1/8" on port side 3/16". Shafts were not withdrawn as they were seen at Equivalents B.C. in Nov 1917. Examined internally & externally the two after single ended & the four forward double ended boilers & found them in good condition except a few small cracks in holes in tube plate in way of top of bridge in the forward starboard C.C. of forward double ended port boiler - these cracks were filled up by electric welding.

Observations, Opinion, and Recommendation: - The Machinery & Boilers of this vessel, as now seen & examined, appear to be in good and efficient condition, eligible in our opinion to remain as classed in the International Book with fresh records of L.M.C. No 2 when survey is completed.

Section 22. 10.10.2 8.10. Fees applied for 27-7-1918
Section 23. 2.2.0 Received by me 10/10/18
Section 24. 3.10.0 2.2. W. S. OTRANTO
Section 25. 2 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 13 AUG. 1918
Assigned Deferred for comp. up to 2
TUE. 22 OCT. 1918
Lloyd's Register Foundation
W806 F0035

SS 1-2 due 6.14 - Now partly held. re machinery - BS due 6-15 now held

Small electro-welding repairs in Boiler Tube Plates

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

It is submitted that this vessel WILL BE eligible for the record.

+ L.M.C. 7.18 when the Crank, Thrust & Intermediate shafts, the Air, Feed & Bilge Pumps, the Condenser & Pipe arrangement have been examined

It is submitted that this vessel is eligible for THE RECORD.
BS 7.18

Vessel denied

WDA
6/8/18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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