

W806

RETAIN

# 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 Port of Plymouth

No. in Reg. Book 489 Survey held at H.M. Dockyard, Devonport Date, First Survey 19<sup>th</sup> June Last Survey 6<sup>th</sup> July 1918

489 on the Machinery of the Wooden-hulled Steel J.S. OTRANTO Master YEAR 1918

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 Outward

Steam Pressure in Main Boilers 215 If Surveyed Afloat or in Dry Dock Afloat

in 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 to the Survey.	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>

Port No. 5225 Port Said Demised

Years of Examination and Repairs (if any) Port L.M.C. No 2

Surveys, when held, must be reported in detail and according 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 in the body of the report, should be briefly summarized 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? ✓

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.

If not, state for what reasons? ✓

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

What means, in the absence of internal examination, were adopted by you to assure yourself of the thorough efficiency of those parts of each Boiler? ✓

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

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

Have the water jackets now been drawn and examined? NO Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Have the jackets been changed? ✓ If so, state reasons ✓

Were the jackets fitted new? ✓ Was it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Were the wear between lignum vitae of stern bush and top of after bearing of screw shaft? Port 3/16 Star 1/8

Do 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 aft 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 Register Book with fresh records of L.M.C. No 2 when survey is completed.

L.B.S. 7.18

Section 22 10.10.2 8.70 Fees applied for 27 7-1918

Section 23 2.2.0

Section 24 3.10.0 2.2

Section 25 ✓

Section 26 (if chargeable) ✓

Received by me W. L. G. & J. Davis

Committee's Minute TUE. 13 AUG. 1918

Assigned Deferred for comp. up to 2

TUE. 22 OCT. 1918

W806 F0035

