

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

(Received at London Office

WED. 28 JUL 1909

Date of writing Report 27/7/09 When handed in at Local Office 19 Port of London

No. in Survey held at Lilbury Date, First Survey July 4 Last Survey June 27 1909

Reg. Book. 493 on the Machinery of the Wood, Iron or Steel Twin S.S. Otranto Master Good (No. of Visits) 2

Gross 12124 Vessel built at Belfast By whom Workman Clark & Co. Ltd When 1909 6 YEAR. MONTH.

Net 7433 Engines made at " By whom " When 1909 6

Registered 1977 Boilers, when made (Main) 1909-6 (Donkey) -

Horse Power 482.5 Owners Orient. S. Nav Co. Ltd Port Belfast Voyage Germany

No. of Main Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.)

No. of Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure—215

in Main Boilers ✓

in Donkey Boilers ✓

Last Report No. Port
Particulars of Examination and Repairs (if any) Compl 1st Exch Class Contemplated

Periodical Surveys, when held, must be reported in detail and serially 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.

In 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? also whether any damage report was made, and, if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *no see Refari. letter 1 July 18*

Do. " Donkey " " " ✓

If this was not done, state for what reasons:

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the
Survivor to assure himself of the thorough efficiency of those parts of each roller?

Did the Surveyor examine the Safety Valves of the Main Boiler? *After Harbor Ungh* To what pressure were they afterwards adjusted under steam? *275*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *ended only* 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? ✓

and of the Donkey Botter?

Did the Surveyor examine the drain plugs of the Main Boiler? ☒ and of the Donkey Boiler? ☒

Did the Surveyor examine all the mountings of the Main Boilers? _____, and of the Deck Boilers? _____

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 _____

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft! ✓

10. If not complete, state what arrangements have been made for its completion and what remains to be done? *Complete*

The spindles & valves of after started single ended boiler examined & new springs fitted.

The safety valves of After double ended & starboard after single ended
boilers adjusted as above

General Observations, Opinion, and Recommendation:— The Safety valves being now
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 alterations required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.08, B.&M.S. 9.08, or $\frac{1}{2}$ L.N.C. 9.08,
140 lb., F.D., &c.)
in good working condition. The Machinery of this vessel is
now in my opinion eligible to be classed as recommended
in Belfast report. 6635

Survey Fee (per Section 28)	£	:	:	Fees applied for 19 Received by me, 10
Special Damage or Repair Fee (if any)	£	:	:	
(per Section 28.)				
Travelling Expenses (if chargeable)	£	:	:	

Frank L. Stinger
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 30 JUL 1909 FRI. 1 OCT 1909

Assigned see minute on
F.C. Rpt. Bel
1125

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Lloyd's Register
W1806 C00042

Completion of 1st Entry.

See endorsement on
Belfast Repat. 6636.

HGD
29.7.09

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