

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

(Received at London Office)

MON. AUG. 18 1913

Date of writing Report 14, 8 1913 When handed in at Local Office 15 Port of Constantinople
 No. in Reg. Book. 817 Survey held at Constantinople Date, First Survey Aug. 6th Last Survey Aug. 13th 1913
 on the Machinery of the Wood, Iron or Steel Golden Horn No. 10 Master Y. H. C.
 Tonnage { Gross ✓ Vessel built at Regensburg By whom C. R. R. Hof When 1911 MONTH 6
 Net ✓ Engines made at Zurich By whom Ercher, Lugs & Co. When 1911 MONTH 6
 Registered 27 Boilers, when made (Main) 1911 (Donkey)
 Horse Power 1 Owners Soc. de Nav. à Vap. Cornedor Port Constantinople Voyage Golden Horn
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock on slip
 Steam Pressure 150 lbs. (State name of Dock.)
 in Main Boilers ✓
 in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and in writing 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.)

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 Surveyed Expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>± A-</u> <u>7/2</u> <u>For River purposes only</u>		<u>± LMC</u> <u>6/11</u>

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? ✓ 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? ✓

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 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 screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? no 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? now lined up

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Propeller shaft drawn examined and found in good condition, outer bush now lined up with lignum vitae, all sea cocks & valves opened up examined, ground in and repacked.

General Observations, Opinion, and Recommendation:— Recommend the

(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, B.S. 9, 11, E.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.)

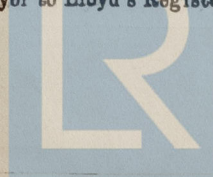
record of propeller shaft seen 8, 1913

Survey Fee (per Section 88) £2 : 0 : 0 Fees applied for 19
 Special Damage or Repair Fee (if any) £ : : :
 (per Section 88.)
 Travelling Expenses (if chargeable) £ : 10 : 0 Received by me, 19

Committee's Minute FRI. AUG. 22. 1913

Assigned as above

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



Lloyd's Register
Foundation

W813-0078

Screw Shaft Axle

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

S. 873

*S. 873
19.8.13*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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