

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

(Received at London Office) **NOV 26 1917**

Date of writing Report *Feb 13th 1917* When handed in at Local Office *Feb 14th 1917* Port of *Genoa*

No. in Survey held at *Genoa* Date, First Survey *Jan 12th 1917* Last Survey *Feb 13th 1917*

Book. *164* on the Machinery of the Wood, Iron or Steel *S.S. Laertes* Master *S. Pano*

Age { Gross *3914* Vessel built at *Bundelund* By whom *San Gas Lang & Sons Ltd* When *1912-10*
 Net *2380* Engines made at *Do* By whom *G. Clark Ltd* When *1912-10*

Registered Horse Power *354* Boilers, when made (Main) *1912-10* (Donkey) *1912-10*

No. of Main Boilers *2* Owners *G. C. Braconis* Port *Thrace* Voyage *Genoa*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Si Graze & OH* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure—*180 lbs* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. in Main Boilers *100* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. in Donkey Boilers *100* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. *Port Lon* LMC for

Particulars of Examination and Repairs (if any) *S.S. Laertes*

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.

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? *Yes*

Do. " Donkey " " " *Yes*

Was this not done, state for what reasons? *-*

What parts of the Boilers could not be thus thoroughly examined? *-*

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? *Yes*

To what pressure were they afterwards adjusted under steam? *180 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted under steam? *100 "*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes*

, and of the Donkey Boiler? *Yes*

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? *No*

Is it fitted with continuous liner? *-* or two liners? *-* or is it without liners? *-*

Has shaft now been changed? *No* If so, state reasons *-*

Has 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? *8 "*

S. Shaft seen 9.15. Complete.

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

all cylinders, pistons, slide valves, shafting (except screw shaft), bottom ends, pumps, bilge injection, outside fastenings, sea cocks & valves, condenser, rods, glands, guides, & engines generally examined & found good. The main & donkey boilers, and their safety valves, and mountings examined & found in very good condition. All safety valves adjusted under steam to their respective working pressures of 180 & 100 lbs.

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, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, &c.)

This vessel's machinery is in good condition, eligible in my opinion to remain as classed, and to have the notation of + LMC 2.17, made in the R. Book—

Survey Fee (per Section 25) *£ 365.00* Fees applied for *Feb 1917*
 Special Damage or Repair Fee (if any) *£ :*
 Travelling Expenses (if chargeable) *£ 8.00* Received by me, *19*

Committee's Minute *FR. - 2 MAR 1917*

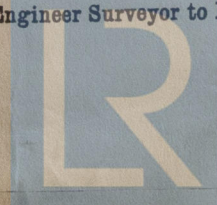
Assigned *+ LMC 2.17*

MACHINERY CERTIFICATE

WRITTEN

Francis Pitson

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W858-0074

LS 101 due 10.16 now held

It is submitted that
this report is suitable for
THE RECORD. + LMC 2.17

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

LS.
26.2.17

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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