

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

(Received at London Office WED. 1-NOV. 1916)

Date of writing Report 31<sup>st</sup> Oct 1916 When handed in at Local Office 31<sup>st</sup> Oct 1916 Port of **CARDIFF**

No. in Reg. Book. Survey held at Cardiff Date, First Survey 26<sup>th</sup> Oct Last Survey 30<sup>th</sup> Oct 1916  
12 on the Machinery of the Wood, Iron or Steel S.S. S. Matarazzo Master (No. of Visits 4)

Tonnage { Gross 2823 Net 1779 Vessel built at Sunderland By whom J. Blumer & Co When 1906 11  
Registered Horse Power { 269 Engines made at " By whom J. Dickinson Sons When 1906  
No. of Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Donkey Boilers 1 Owners J. Matarazzo S.S. Co Ltd Port London Voyage Admiralty  
Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Channel Portoon  
in Donkey Boilers 80 lbs (State name of Dock.)

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. | Years Assigned or expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|----------------------------|--|
| *100A1  |                            | *L.M.C   |
| 8-16  |                            | 9-15   |
| S.S. N.Y.K. 2-15  |                            | J.S. 8-16  |

Last Report No. \_\_\_\_\_ Port Damage  
Particulars of Examination and Repairs (if any) Comp. B.S.

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? Yes Not req. Was a damage report made by anyone else? If so, by whom? None made

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " Yes

If this was not done, state for what reasons? Main Boilers examined at B.S. Rpt. No 9887

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? No To what pressure were they afterwards adjusted under steam? 165 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boiler? none

Did the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? yes

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 vite of stern bush and top of after bearing of screw shaft? 1/8

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

Damage stated to have been caused by Propeller striking Buoy  
Found two blades broken off propeller, a new propeller has been fitted.  
The propeller stern bush, screw shaft, and fastenings of the sea connections examined and found good.

Main injection valve faced and refitted.  
Examined Donkey Boiler thoroughly doors and mountings, and found in order.

Safety Valves of Main and Donkey Boilers, adjusted under steam to 165 and 80 lbs respectively

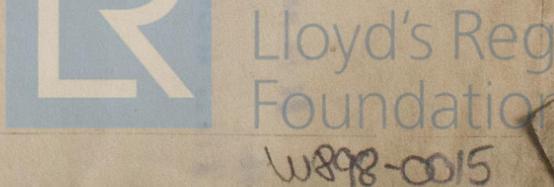
General Observations, Opinion, and Recommendation:— The machinery of this vessel is as far as seen is in good condition and eligible in my opinion to remain as classed, and to have records of survey B.S. 10-16 & J.S. 10-16 in the Register Book

(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. 6, 11, B.&U.S. 9, 11, or L.M.C. 9, 11, 149 lb., F.D., &c.)

Survey Fee (per Section 25) £ : : Fees applied for 31 Oct 1916  
Special Damage or Repair Fee (if any) (per Section 25) £ 3 : 3 :  
Travelling Expenses (if chargeable) £ : : Received by me, 10-11-1916

Committee's Minute TUE. NOV. 7-1916  
Assigned B.S. 10-16 FRI. 24 NOV. 1916

James Barclay 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

In a Certificate required If so, to be sent to

BS due 9.16 now complete  
Propeller renewed & shaft  
band for damage through  
struck by.

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 is eligible for  
**THE RECORD.** BS 10.16

S 10.16.

*[Signature]*  
11.16.

REMAIN

REMAIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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