

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

(Received at London Office)

SAT. DEC. 20, 1913

Date of writing Report 17th Dec 1913 When handed in at Local Office 18 DEC 1913 Port of LIVERPOOL

No. in Reg. Book. 472 Survey held at Liverpool Date, First Survey and Last Survey 13th Dec 1913

on the Machinery of the Wood, Iron or Steel S.S. "Diplomat" Master Thomson

Gross Tonnage 7613 Net 4873 Vessel built at Glasgow By whom C. Connell & Co. Ltd. When 1912 10

Registered Horse Power 618 Engines made at 32 By whom Dunsmuir & Jackson When 1912

No. of Main Boilers 3 Boilers, when made (Main) 1912 (Donkey)

No. of Donkey Boilers 1 Owners (V & J. Harrison, Mgrs) Port Liverpool Voyage Bombay

Steam Pressure in Main Boilers 215 lb If Surveyed Afloat or in Dry Dock Herculaneum Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) Dock Ring

(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? ✓ 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? No.

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? 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 ✓

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? 1/8" b.

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

The vessel in dry dock, propeller and the fastenings of sea connections examined.

General Observations, Opinion, and Recommendation:— This vessel's machinery
(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, 140 lb., F.D., &c.)
as seen appears in good order and eligible to remain as now Classed.

Survey Fee (per Section 25) £ 19 Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 25.) £ 19 Received by me, 19

Traveling Expenses (if chargeable) £ 19

Committee's Minute LIVERPOOL 19 DEC 1913

Assigned as now.

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

Wm. Sibum

Lloyd's Register Foundation

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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copy,ng paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

T.S.

22.12.10

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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