

No. 82618

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

(Received at London Office) 26 AUG 1921

When handed in at Local Office 26 AUG 1921 Port of LIVERPOOL

Survey held at Liverpool Date, First Survey Aug 8th Last Survey Aug 18th 1921

on the Machinery of the Wood, Iron or Steel T.S.S. 'Sylphia' Master

Gross 19503 Vessel built at Barrow By whom Vickers Ltd. When 1921

Net 12582 Engines made at Do By whom Do When

Boilers, when made (Main) Do (Donkey)

Owners Cunard S.S. Co. Port Liverpool Voyage

If Surveyed Afloat or in Dry Dock Canada D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Dry & Comp. L.M.C. * 100 A.1. Shells T.K. with ftd. Class Contemplated

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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 refused? Rpt. Herewith Was a damage report made by anyone else? If so, by whom? Mr West

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

Donkey " " "

not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

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

Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Shaft now been drawn and examined? Port only Is it fitted with continuous liner? Yes or two liners? or is it without liners?

Now been changed? Yes If so, state reasons bent about 1"

It now fitted new? Yes Has it a continuous liner? Yes or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/32"

Surveyor is not complete state what arrangements have been made for its completion and what remains to be done? Port stern tube to be renewed at the first opportunity.

Repairs see Bros Rpt. :- Vessel dry docked, propellers & fastenings of sea conn² examined. 3 broken bronze propeller blades renewed; screw shaft found bent about 1" & liner fractured in way of neck bush & now renewed - mark, neck bush & stern tube (port) fractured longitudinally - the latter in way of neck bush; neck bush renewed & stern tube temporarily repaired by fitting two bands 6 x 3/4 in halves (thickness 1" in way of flange for bolts); tube cemented up in way. Port reduction gearing & thrust shaft examined & found undamaged. On completion of repairs port engine tried under steam. The port stern tube was recommended to be renewed at the first opportunity.

Special Survey completion. - The extinguishing pipe arrang^t in Engine Room has been completed, Land shell and plate, & steam valve for same.

General Observations, Opinion, and Recommendation: - The Mach^y of this vessel 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.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

As seen is in efficient condition & reliable in our opinion for Class Contemplated, subject to the port stern tube being renewed at the first opportunity.

(per Section 28) £ 21 Fees applied for

Page 22 Repair Fee (if any) £ 26 AUG 1921

(per Section 28.) £ Received by J. J. M. 26 AUG 1921

Eng Expenses (if chargeable) £

Committee's Minute LIVERPOOL 26 AUG 1921

igned Transmit to London. J. J. M.

26 SEP 1921

Engineer Surveyor to Lloyd's Register of Shipping.

MACHINERY CERT WRITTEN

Lloyd's Register Foundation

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

00 5358-005366-0023 1/2

fitted in Engine Room & steam test applied.

40391
48251

Roe plates fitted to boiler room bilge suction & centre bilge suction in Boiler Room connected up. Steam valves to oil fuel transfer pumps have had controls fitted leading into Engine Room, the deck controls for oil fuel suction valves have been completed & tried.

Bracket & bearing have been fitted to the vertical shaft drive of the driven Emergency bilge pump in Boiler Room & pump tried under working conditions. The Superheater Safety valves are fitted with raising gear. Defective bilge suction valve chest in Engine Room port side aft has been repaired by welding & is now efficient. The wiring for Electric light accommodation has been completed. Dynamos tried under full load, governing gear overhauled & made efficient.

Two additional sea suction valves (one in Engine Room & one in Boiler Room) fitted.

J. S. Milton.



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