

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

(Received at London Office)

14 MAR 1923

Port of London

Date of writing Report 14 MAR 1923 When handed in at Local Office

No. in Reg. Book 57589 Survey held at London Date, First Survey 5.3.23 Last Survey 14.3.23 19 (No. of Visits Four)

on the Machinery of the Wood, Iron or Steel M/V "CRISTO"

Tonnage { Gross 140
Net 70

Vessel built at Wivenhoe

By whom Rennie Forrestt & B. Co. Ltd When 1916-4

Registered Horse Power 34

Engines made at Stockholm

By whom J. T. G. Bollender & Co. Ltd When 1916

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners Anglican & Co. Ltd (Mfrs) Port London

Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock Fountain & Co.

(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.Year
Assigned
now
expired.Machinery and Boiler
Surveys
(Including date of N.B., if any).

+100A1

+LMC 8-21

10-20

T.S. (8-21)

88 Lom M-20

OIL ENGINE

Last Report No. Port

Particulars of Examination and Repairs (if any) +LMC

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?

Do. " Donkey " " "

If this was not done, state for what reasons? No boilers fitted

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? No liners

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Cast iron bush

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

Is the shaft now fitted new? Has it a continuous liner

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? New cast iron bush fitted.

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

Now done: Vessel placed in dry dock sea propeller fastenings examined
Propeller shaft drawn in & examined & found satisfactory, after end
dressed up and new cast iron stem bush fitted.

Cylinder heads lifted & examined, pistons drawn & examined, cylinder walls
and ports examined, Connecting rod tops & bottom end bearings examined.

Crank shaft with its bearings opened up & examined, Thrust shaft bearing
opened up & examined, Clutch opened out & examined, Oil feed pumps & their
gear & connections examined. Air vessels & their connections examined

externally, found all in good order. Oil tanks in Eyr room examined
found tight & satisfactory. Bilge pump examined, satisfactory.

On completion Engines tried under working conditions found satisfactory.

It is understood that vessel is about to change ownership. New Owners, The Darwin Morsyn Don & Co. Ltd
Morsyn, Chester.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(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.&M.S. 9, 11, or L.M.C. 11,
140 lb., F.D., &c.)

so far as seen is in a safe working condition and is eligible in my
opinion to remain as classed and to have port record of +LMC 3.23
and propeller shaft last seen 3.23

Survey Fee (per Section 28) +LMC

£2 10.0

Fees applied for

Special Damage or Repair Fee (if any)

Received by me,

Travelling Expenses (if chargeable)

19

Committee's Minute FRI. 16 MAR. 1923

Assigned

+LMC 3.23

CERTIFICATE WRITTEN

E. J. Vane

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

005567-005584-0173

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

Is a Certificate required? If so, to be sent to

Annual Survey of Oil Engines
due 8.22 now held.

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 ABOVE + LMC 3.23.

53.23

AW
16/3/22

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation