

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

(Received at London Office)

MON. 20 JUL 1925

Date of writing Report July 17th 1925 When handed in at Local Office July 18th 1925 Port of Bergen

No. in Reg. Book. 37680 Survey held at 9 Date, First Survey July 13th Last Survey July 15th 1925
(No. of visits One)

on the Machinery of the ~~Wood, Iron or Steel~~ Sc. L. Lilly Margrethe

Tonnage { Gross 605 Vessel built at Delphyl By whom J. Berg & Co. When 1920-5
Net 365 Engines made at Delphyl By whom J. Berg & Co. When 1920
Nominal Horse Power 71 Boilers, when made (Main) 1920 (Donkey)

No. of Main Boilers 1 Owners C. M. Jorsum Owners' Address Port Bergen Voyage Iceland
No. of Donkey Boilers - Managers -
Steam Pressure in Main Boilers 185 Lbs If Surveyed Afloat or in Dry Dock Both
in Donkey Boilers - (State name of Dock. Plangesunds Havn. Værft og Skipsreparatur)

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 to Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>* 100 A1</u> <u>12.24</u> <u>S.S. Pir. No. 1-24</u>		<u>* L.M.C. 12.24</u> <u>T 4.24</u>

Last Report No. - Port Bergen

Particulars of Examination and Repairs (if any) Condenser propeller

(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 " " " No

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? 185 Lbs.

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 drawn but not examined. Is it fitted with continuous liner?

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

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

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

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

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

M.P. cylinder has been opened up & examined & cylinder & piston found in good order. Piston rod has been turned up in lathe. Condenser opened up & examined. Forward tube plate found leaky has been temporarily made good. It is recommended that same be properly re-jointed & condenser tested. Propeller examined; one blade broken off at 24" has been pieced on. Tail shaft has been drawn but not examined (See my letter of 17th inst.)

Main boiler safety valves have been adjusted under steam to 185 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, E.&M.S. 9.11, or * L.M.C. 9.11, 140 lb., F.D. &c.)

The machinery & boiler so far as seen are in good & efficient condition eligible in my opinion to remain as classed without any further notation subject to the condenser tube plate be re-jointed & tested by the end of August next.

Survey Fee (per Section 28) £ 2 : 2 : 0

Special Damage or Repair Fee (if any) (per Section 28.) £ 2 : 2 : 0

Travelling Expenses (if chargeable) £ -

Fees applied for July 1925
£ 2 : 2 : 0
Received by me, July 1925

Committee's Minute THES. 23 JUL 1925

Assigned -

P. A. Erde
Engineer Surveyor to Lloyd's Register of Shipping.

