

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

Rpt. 9. No. 998
 Date of writing Report 3rd Oct. 1927 When handed in at Local Office 27
 (Received at London Office - 6 OCT 1927)
 No. in Reg. Book Survey held at Trinidad Port of Port of Bremen

Date, First Survey MA Last Survey 1st Oct 1927
 Tonnage Gross 5199 Net 3109 Vessel built at Glasgow
 Engines made at " By whom Karlson & Wolff, Ltd. When 1918-12
 Nominal Horse Power 518 Boilers, when made (Main) 1918 When 1918
 No. of Main Boilers 3 Owners Loc. Anon. Parodi & Bonado (Donkey)
 No. of Donkey Boilers 3 Managers " Owners' Address "
 Steam Pressure in Main Boilers 180 lb Port Ymon Voyage Rotterdam
 in Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat
 (State name of Dock.)

Last Report No. 16520 Port RT.
 Particulars of Examination and Repairs (if any) part L.M.C.

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 or required.	Machinery and Boiler Surveys (including date of N.R. if any).
<u>+100A1</u>		<u>+LMC 10.23</u>
<u>6.26</u>		<u>BS 1.26</u>
<u>55 Ym. No 1-23</u>		<u>T.M. (LL) 1.25</u>
		<u>1.25</u>

CARGO BATTENS NOT FITTED.

(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. H. 8. 9. 27.)

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? please see above letter

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

Has shaft now been changed? 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? It is stated that the Survey will be completed at the first opportunity. It remains:- The propeller, stern bush, sea connections and their fastenings, condenser, steam pipes, auxiliary engine and the arrangement of cocks, pipes, bilge suction, port etc. is remaining. Now done:- Examined one stay tube in the port part of the port main boiler and the main feed check valve of the centre boiler now removed.

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, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb, F.D., &c.)

It is recommended that the vessel's machinery be continued as classed with record of +L.M.C. 2, 27 deferred for completion of the survey.

Survey Fee (per Section 29) £ 2 0 0 Fees applied for 3. 10. 1927
 Special Damage or Repair Fee (if any) £
 Travelling Expenses (if chargeable) £ 0 5 0 Received by me, G. H. B. Adams

Committee's Minute TUES. 11 OCT 1927 TUES. 17 JAN 1928
 Assigned, Deferred for completion 3/11/27 Deferred till 4/1/28
 Engineer Surveyor to Lloyd's Register of Shipping.
TUES. 3 APR 1928
 Lloyd's Register Foundation

been held on ship?
 If so, is the Report sent now, or when will it be sent?
 DISCLOSED
 SECTION

1510-2500-00400
 00300-00400
 In a Certificate required? If so, to be sent to

As due 1-27 completed.
As No 2 due 12-26. To be completed
within the year of grace

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. AS 2-27

It is submitted that this
vessel WILL BE eligible
for the record. AS 2-27 when
the Survey has been
completed as per
Report.

General Committee,
Thursday, 12th April, 1928.
Classing Committee's
decision confirmed
ad

RA
12/10/27

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.