

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

(Received at London Office 21 FEB 1922)

Date of writing Report Feb. 18th 1922 When handed in at Local Office 21 FEB 1922 Port of London

No. in Reg. Book 7654 Survey held at London Date, First Survey 16th Dec. 1921 Last Survey Feb. 3rd 1922

7654 on the Machinery of the Wood, Iron or Steel M.S. "Molliette" Master Eleven

Gross Tonnage 293 Vessel built at Birmingham By whom J. Pollock & Co. Ltd. When 1919-20

Net Tonnage 160 Engines made at Stockholm By whom J. G. Bolinder & Co. When 1919

Registered Horse Power 34 Boilers, when made (Main) (Donkey)

No. of Main Boilers 2 Owners B. Offenhimer Port London Voyage India

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) West India St.

Steam Pressure in Main Boilers ✓

in Donkey Boilers ✓

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) None.

(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 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?

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? 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?

Recommendations on account of damage sustained when starting up the Engines on Dec. 7th 1921 -

Recommended the forward cylinder, cover & head to be renewed - the piston & rings to be renewed -

The connecting rod and top & bottom end bracers & bolts to be renewed - The bridge plate to be efficiently repaired - The crank shaft to be renewed - Nos. 1 & 3 main bearings to be re-metalled - The clutch to be taken adrift for examination - The upper half of crank end to be renewed. 2 Crank end door valves & covers to renew

New banjo complete with oil pipes, water service pipes, drain pipes.

2 Carbon connections between silencers & cylinders to renew. No. 2 Crank rod & pin to repair. When if the repairs are completed the Engines to be tried under working conditions -

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.)

The Engines have been removed from the Vessel and are in such a wretched condition that it is probable they will not be repaired -

Survey Fee (per Section 25) £ _____

Special Damage or Repair Fee (if any) (per Section 25.) £ 5.50.

Travelling Expenses (if chargeable) £ _____

Fees applied for 21 FEB 1922

Received by me, J. G. Bolinder 19 22

Committee's Minute FRI MAR 3 1922

Assigned As now subject

J. G. Bolinder & R. Moffitt
Engineer Surveyors to Lloyd's Register of Shipping.

W. H. Brown
Lloyd's Register Foundation

20. 24/1922 W1544-0092

Withdraw class & insert (a.o.) note re Engines.

Insert Character of Machinery precisely as in the Register Book.

Damage during the starting of the
oil engines.

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.

Machinery removed from the
vessel.

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

subject to the engines
being repaired or renewed
& fitted.

Paul JWD
27/2/22

General Committee
Thursday 24th August 1922.

Classing Committee's
decision confirmed
as

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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