Rpt. 9.

No. 11267.

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

(Received at London Office FRI. 16 JUN. 1922)

Date of writing Report 14th June 1922. When handed in at Local Office 15th June 1922. Port of Southampton.

No. in Reg. Book. 08500. Survey held at Southampton. Date, First Survey 6th June Last Survey 13th June 1922 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ANTONIA"

Tonnage { Gross 13000 / Net ✓

Registered Horse Power { 4 Turbines

No. of Main Boilers ✓

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers ✓ in Donkey Boilers ✓

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

Engines made at do. By whom do When 1921.

Boilers, when made (Main) 1921. (Donkey) ✓

Owners Cunard S.S. Co. Ltd. Port Liverpool. Voyage —

If Surveyed Afloat or in Dry Dock Yes (State name of Dock.)

Last Report No. _____ Port _____

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 and how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A.1. ("CLASS CONTEMPLATED")		
F.E. not yet received		

Particulars of Examination and Repairs (if any) Survey & Repairs

Periodical Surveys, when held, must be reported in detail and seriatim 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?

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 the screw shaft now been drawn and examined? No 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft? Guard rings not removed

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

Vessel placed in dry dock. Fastenings of propellers & sea cocks in order.

Motor Emergency pump. Brackets & bearings now fitted to driving shaft & pump tried under working conditions.

Cast Iron Branch Steam pipe between Port turbines which was fractured in way of flange replaced by new pipe. Pipe tested to 120 lbs by hydraulic pressure.

General Observations, Opinion, and Recommendation:—This vessels machinery as far as seen is in safe working condition & eligible in my opinion to remain as classed.

(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, 140lb., F.D., &c.)

Survey Fee (per Section 28) £ : : Fees applied for 19

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

Travelling Expenses (if chargeable) £ : : Received by me, 19

FRI. JUL 21 1922

G. A. Dryden Toyne
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 JUN. 1922

Signed See minute on F.E. report.

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

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

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