

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

(Received at London Office NOV 20 1927)

Date of writing Report 18th Nov. 1927 When handed in at Local Office 18th Nov. 1927 Port of ANTWERP
No. in Reg. Book. Survey held at GHENT Date, First Survey 9th Nov. Last Survey 10th Nov. 1927
26978 on the Machinery of the Wood, Iron or Steel S. IRENE MARIA (No. of Visits 3)
Tonnage Gross 1862 Vessel built at Hoboken By whom Antwerp Eng. Co. When 1922-10
Net 1116 Engines made at Sunderland By whom N.B. Mas. Lg. Co. Li When 1922
Horse Power 213 Boilers, when made (Main) 1922 (Donkey) —
of Main Boilers 2 Owners A/S Dampfsheds Danie Owners' Address —
of Donkey Boilers 1 Managers H. Andersen (if not already recorded in Appendix to Register Book.)
Main Boilers 180 If Surveyed Afloat or in Dry Dock No 40 Both Port Gijbrege Voyage Rotterdam
Donkey Boilers — Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. 109091 Port Liv

Particulars of Examination and Repairs (if any) Part BS

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 sides 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.

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 ✓

Is 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? Start. Liv - Yes

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? Port Liv not submitted for survey

What parts of the Boilers could not be thus thoroughly examined? ✓
To 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? ✓

State latest date of internal examination of each boiler S. B. 9.11.27

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? Yes.

, and of the Donkey Boilers? ✓

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? 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 ✓

Has the shaft now fitted been previously used? ✓

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 date of examination of Screw Shaft

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey it will be necessary to further examine and permanently repair the starboard boiler and to examine its mountings, to examine the Port boiler in its entirety and to adjust all safety valves under steam. This will be done at Rotterdam, to which port the vessel is proceeding. The Surveyors there have been advised.

NOW DONE:

The starboard boiler examined throughout, together with all manholes doors and fastenings.

The wrapper plates of the centre and starboard combustion chambers were found to contain serious cracking between the rivet holes, as shown on the attached sketch and it was recommended that the wrapper plates be removed for examination of the tube and back plate flanges and repair carried out as found necessary; and that a rivet be removed from the outboard longitudinal butt strap for examination of the

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, & L.M.C. 9.11, or & L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is eligible, in our opinion, to remain as classed without fresh record of survey subject to the starboard boiler not being used until permanently repaired and the boiler survey completed as above.

Survey Fee (per Section 29) Pt. BS. £875- Fees applied for 18-11-1927
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) £260- Received by me, 19

Committee's Minute

Assigned

Deferred No

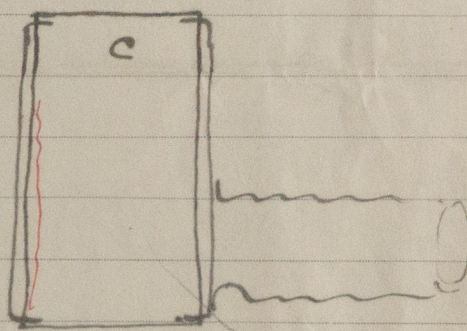
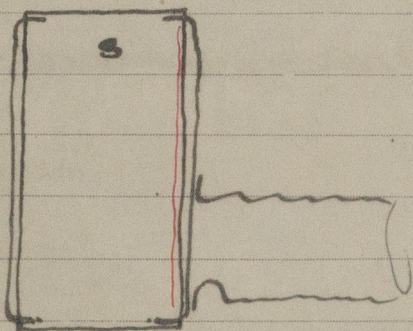
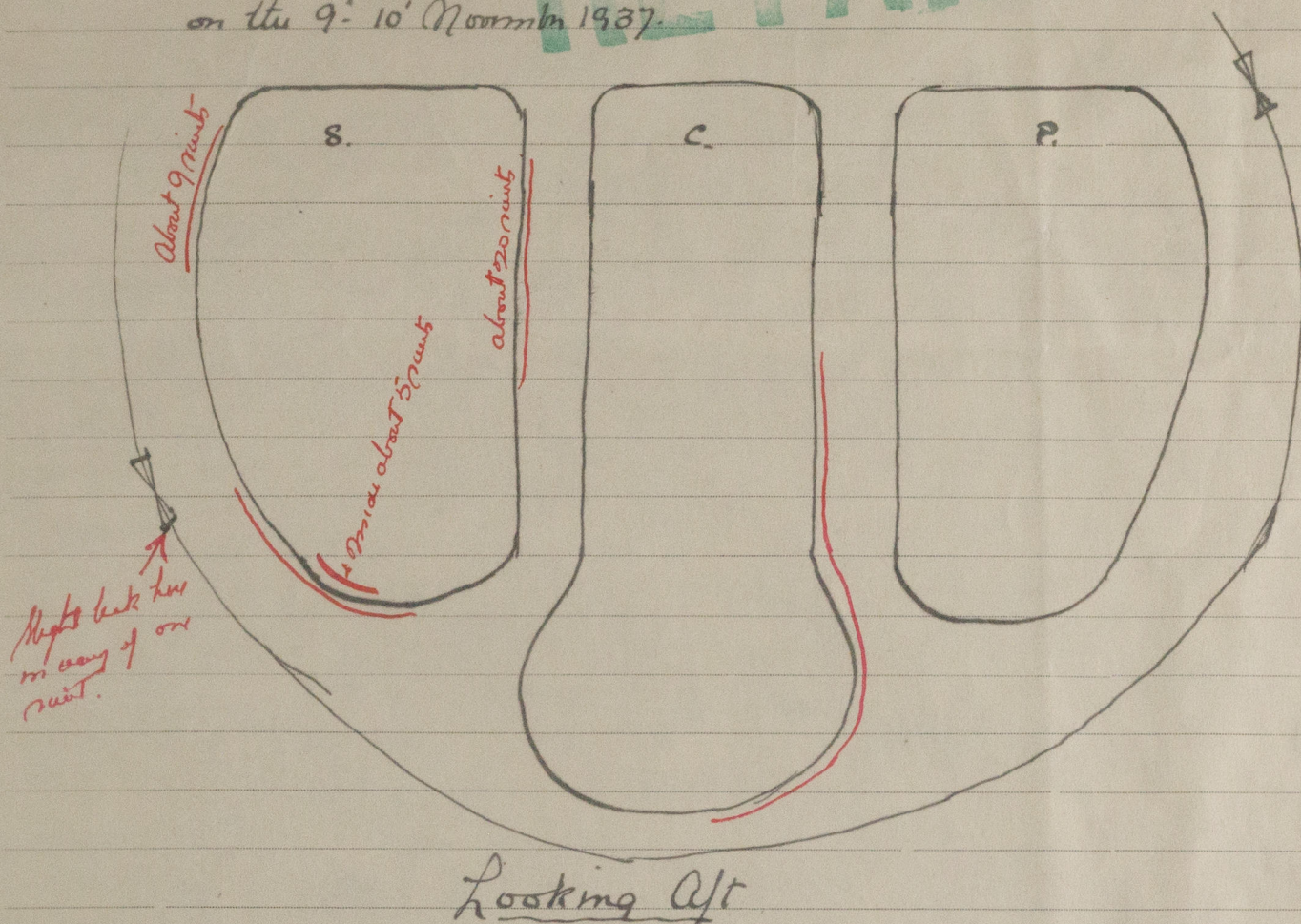
Initialed (E)

Geo. A. Lang & H. B. Rogers
Engineer Surveyors to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W401-0194(112)

Sketch showing tracks in combination chamber wrapper plates in Starboard Bulk of the 's IRENE MARIA found at Ghent on the 9-10 November 1937.



NOW DONE (continued.)

rivet and plate in way.

It was further recommended that this bulk should not be used until further examined and permanently repaired.

H. b. R.

RETAIN