

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

(Received at London Office

TUE. APR. 13. 1915

of writing Report 8 April 1915 When handed in at Local Office 19 Port of Amsterdam  
 in Survey held at Amsterdam Date, First Survey 26 February Last Survey 29 March 1915  
 on the Machinery of the Wood, Iron or Steel 8'5" Sardin Master W. J. J. J. J.  
 Gross 2359 Vessel built at Amsterdam By whom W. J. J. J. J. When 1906 9.  
 Net 1301 Engines made at Amsterdam By whom W. J. J. J. J. When 1906  
 Stered 229 Boilers, when made (Main) 1906 (Donkey) 1906  
 Power 229 Owners Frederick H. J. J. J. Port Amsterdam Voyage Baltic  
 Main Boilers 229 If Surveyed Afloat or in Dry Dock Dry Dock  
 Donkey Boilers 100 (State name of Dock.) Dry Dock No. 2  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

t Report No. Port

Particulars of Examination and Repairs (if any) Damage & BS 75

Special Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature and extent 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 the being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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? reported attached Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" Donkey " " "

was not done, state for what reasons? no

What parts of the Boilers could not be thus thoroughly examined? All parts accessible

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?

Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 180 lbs

Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? 100 lbs

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

, and of the Donkey Boiler? yes

Surveyor examine the drain plugs of the Main Boilers? yes

, and of the Donkey Boiler? yes

Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler? yes

Screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes

or two liners? no

or is it without liners? no

Shaft now been changed? no If so, state reasons no

Shaft now fitted new? no

Has it a continuous liner? yes

or two liners? yes

or is it without liners? no

The distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16" full

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

Damage stated to have been sustained through being struck by a mine on the 25<sup>th</sup> in the North Sea causing BEI hold running full of water and propeller consequently raised for the greater part out of the water (Ship was in ballast). Following damage was found & repairs effected:

4 hp pump plungers badly scored now renewed, & rebushed.

4 hp pump plungers dressed up & rebushed. 4 hp bearings of crankshaft remetalled.

Bearings made true on shafting. All holding down bolts hardened up, 24 bolts turned. The whole of the engine opened out & is now good. Condenser opened & tested as per rules found sound & tight.

4 hp pump of donkey boiler frame broken now overhauled, repaired & good.

4 hp pump pipes removed, annealed & tested to twice the working pressure after

all flanges had been fitted, found sound & tight. 4 hp Port boiler all insulation

General Observations, Opinion, and Recommendation:— This vessel's Machinery is in

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

in good condition & she is eligible in our opinion to remain as classed

in the first record of B.S. 3-15 and T.S. 3-15 in the Society's register book

Fee (per Section 28) 24.00

Damage or Repair Fee (if any) 56.00

Other Expenses (if chargeable) 10.00

Fees applied for

19

Received by me, W. J. J. J. J.

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. APR. 16. 1915

FRI. APR. 16. 1915

Signed BS 3-15

W438-0064

Lloyd's Register Foundation



BS due 9.15 and held  
machinery ready for damage  
through enemy

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. BS 3.15

BS 3.15  
S.P.  
14.4.15

Arrived & Unwound.  
Trawl hauled down and found good. All seawater was kept out.  
BS: 1st maintribe & shanty. Trawl out against.  
Maintribe: 1st maintribe in its netting found same throughout  
in good condition. Forward netting checked & unwound.  
Dredge trawl: 1st same with all plain fish taken out. Found same  
throughout in good working order.  
All target trawls muntins & bottoming muntins & down good