

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

(Received at London Office) FRI. 15 SEP. 1922

Date of writing Report 11th Sept. 1922 When handed in at Local Office

Port of Bremen

No. in Reg. Book. Survey held at Geestmünde

Date, First Survey 5th April Last Survey 11th Sept 1922

on the Machinery of the Wood, Iron or Steel SCS "MORA"

Tonnage Gross 5752 Net 2839

Vessel built at Geestmünde

By whom G. Lubbe & Co.

Master

Registered Horse Power 328

Engines made at Geestmünde

By whom G. Lubbe & Co.

When 1922

No. of Main Boilers 2

Boilers, when made (Main) 1922

By whom G. Lubbe & Co.

When 1922

No. of Donkey Boilers 1

Owners F. L. Strick & Co. Ltd.

Port Swansea

Voyage United Kingdom

Steam Pressure in Main Boilers 206 lb

If Surveyed Afloat or in Dry Dock both  
(State name of Dock.) G. Lubbe & Co.

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 or not assigned. | Machinery and Boiler Surveys (including date of N.B., if any). |
|-------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------------------|
|                                                                               |                                |                                                                |
|                                                                               |                                |                                                                |
|                                                                               |                                |                                                                |

Last Report No. Port

## Particulars of Examination and Repairs (if any) Special Survey

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 dates and initials of any letters respecting this case. 2.3.22, 2.6.22

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? Yes

Do. " Donkey " " " Yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? None

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 206 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lb

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No or two liners? No or is it without liners? Yes

Has shaft now been changed? If so, state reasons oil retaining gland

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? a good fit.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? None

These engines have been surveyed during erection in shop and when being fitted on board.

All working parts of the engines have been examined and found in good order and in accordance with the Rules and the approved plans.

The pumping arrangement has been made and fitted in conformity with the approved plan and otherwise in accordance with the requirements of the Rules.

The main boilers have been partly surveyed under construction and tested by an hydraulic pressure of 14.5 Kilogramme per square centimetre when they were found tight showing no alteration of form. Their mountings have been measured throughout and were found to be in accordance with the approved plan.

P.T.O.

## 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, R.S. 9, 11, B.&N.S. 9, 11, or L.M.C. 9, 11, 14a lb., F.D., &c.)

It is recommended that the vessel's machinery be accepted for the original working pressure of 14.5 Kilogramme per square centimetre and that a notation of L.M.C. 9, 22 without the distinguishing mark \* be assigned.

|                                                         |   |    |   |                  |
|---------------------------------------------------------|---|----|---|------------------|
| Survey Fee (per Section 88)                             | £ | :  | : | Fees applied for |
| Special Damage or Repair Fee (if any) (per Section 88.) | £ | 50 | 0 | 19               |
| Travelling Expenses (if chargeable)                     | £ | :  | : | Received by me,  |

G. H. B. F. M.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

L. M. C. 9, 22  
F. D. O. C.



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

A new donkey boiler marked No. 1232, 1928 made at Messrs. Cochran & Co. Annam bearing the identification mark No. 15165, LLOYD'S TEST 200 lbs. W.P. 100 lbs. P. Mc. G. 12.3.28 has been fitted in this vessel. This boiler examined internally and externally and found in good condition.

All boilers examined under steam found tight and their safety valves have been adjusted: - main boiler 206 lbs, donkey boiler 100 lbs.

The engines have been tried under steam and were found to work well.

J. H. G. K. M.

250/-  
97/-  
1250  
291  
1541

£ 77  
326  
403

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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Lloyd's Register Foundation

Rpt.  
Date of  
No. in  
Reg. B  
Master  
Engine  
Boilers  
Register  
Nom. E  
ENGLI  
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between  
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