

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

Date of writing Report 11th Sept. 1922 When handed in at Local Office 10 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" Master Y. Lubich R.Y.
 Tonnage Gross 328 Vessel built at Geestmünde By whom Y. Lubich R.Y. When 1922 MONTH 9
 Net 2839 Engines made at Geestmünde By whom Y. Lubich R.Y. When 1922
 Registered Horse Power 328 Boilers, when made (Main) 1922 (Donkey) 1925
 No. of Main Boilers 2 Owners F. L. Strick & Co. Ltd. Port Swansea Voyage United Kingdom
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock both (State name of Dock.) Y. Lubich R.Y.
 Steam Pressure in Main Boilers 206 to
 in Donkey Boilers 100 to

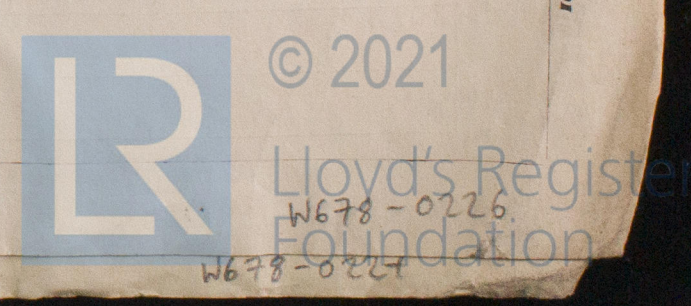
Last Report No. Port
 Particulars of Examination and Repairs (if any) Special Survey
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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. 2.5.22, 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? none
 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 to
 Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 to
 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
 Is 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 kilograms 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.S. 9, 11, or L.M.C. 9, 11, 14.5 lb., F.D., &c.)
*It is recommended that the vessel's machinery be accepted for the original working pressure of 14.5 kilograms 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 19
 Special Damage or Repair Fee (if any) £ 50. 0. 0 Received by me, Y. H. B. Ham
 (per Section 88.)
 Travelling Expenses (if chargeable) £ : :
 Committee's Minute
 Assigned L. M. C. 9, 22
F. S. O. C.
 FRID. 29. 10. 22
 CERTIFICATE



A new donkey boiler marked No. 1232, 1920 made at Messrs. Lockman & Co. Annam bearing the identification mark No. 15165, LLOYD'S TEST 200 lbs. W.P. 100 lbs. P. Mc. G. 12.3.20 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. E. K. M.

1250
20 9/-
97 1/-
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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