

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

no. 2094

(Received at London Office JUN 21 1937)

Date of writing Report \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_

Port of LOS ANGELES, CALIFORNIA.

No. in Reg. Book. 72682 Survey held at LONG BEACH, CALIFORNIA. Date, First Survey May 19 Last Survey May 24 1937 (No. of Visits three)

on the Machinery of the ~~WOODHULL~~ Steel M.S. "CEDROS"

Tonnage } Gross 420  
 Net 181 Vessel built at Birkenhead By whom Cammell, Laird & Co. Ld. When 1920 - 7

Nominal Horse Power } 91 Engines made at Glasgow By whom W. Beardmore & Co. Ld. When 1920

No. of Main Boilers --- Boilers when made (Main) --- (Donkey) 1920

No. of Donkey Boilers 1 Owners O.L. Rodriguez Owners' Address (if not already recorded in Appendix to Register Book.)  
 Port Ensenada Voyage ---

Steam Pressure in Main Boilers --- Managers  
 in Donkey Boilers 100# If Surveyed Afloat or in Dry Dock Both - Craig SB. Co's Dry Dock

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) LMC(M), D.B.S.

(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 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? ---

" " Donkey " " " Yes

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? ---

State latest date of internal examination of each boiler May 20th Present condition of funnel(s) Satisfactory

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

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

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? Yes

Has screw shaft now been drawn and examined? --- 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 ---

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 Complete

NOW DONE:- Fastenings of propeller, stern tube and sea connections examined. Sea valves and discharge valves opened, overhauled and put in good order.

L.M.C.(M):- Nos. 3 & 4 cylinders, covers, pistons, rods, wrist pins, crank pins together with their brasses, guides and all connections, examined. Nos. 4 & 5 main journals and brasses. Thrust shaft and line shaft, pumps, air bottles, compressor, reversing gear and fittings, fuel tanks and connections. All examined. Electric system under working conditions and found in order.

Donkey Boiler together with the safety valves and mountings examined internally and externally.

Steam pipes and fittings examined. Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:--- Recommend that the machinery of this vessel be retained as now Classed with fresh record of L.M.C.(M) 5,37 and D.B.S.5,37.

Survey Fee (per Section 29) \$52.50 : Fees applied for May 24, 1937

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Travelling expenses (if chargeable) \$ 4.00 : Received by me, 19

F. S. Archbold  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK JUN 9 - 1937

Assigned + LMC(M) 5-37 DBS 5-37



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

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

Report of Survey for Lloyd's Register of Engineers and Boilers

Lot of

Noted

1 June

30.6.37

