

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

(Received at London Office 11 OCT 1935)

Date of writing Report Sept 30 1935 When handed in at Local Office Sept 30 1935 Port of Philadelphia

No. in Reg. Book. 7168 Survey held at Camden N.J. & Chester Pa. Date, First Survey Sept 10 Last Survey Sept 27 1935
(No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S S MAGNOLIA

Tonnage } Gross 9511 Vessel built at Camden N.J. By whom New York SB Co When 1935-5
Net 8984

Nominal Horse Power } 1104 Engines made at Houston N.J. By whom Lane Steam Turbine Co When "
No. of Main Boilers } 3 Boilers, when made (Main) 1935 (Donkey)

No. of Donkey Boilers } 1 Owners Stony Vacuum Oil Co Owners' Address New York
Steam Pressure in Main Boilers 450 Managers " (if not already recorded in Appendix to Register Book.)
in Donkey Boilers 450 Port New York Voyage "

Surveyed Afloat or in Dry Dock New York Ship Co Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
(State name of Dock.) Sum Ship Bldg Co

Last Report No. " Port "
Particulars of Examination and Repairs (if any) Completion of LMC

Periodical surveys, when held, must be reported in detail and seriatim 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 " " " "

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

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? , 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? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

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? Close.

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 Close.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

New line
Kernel plates on dry dock examined the properly fastenings of the stern bush of the sea connections & found same in good order.

Safety valve parts on boiler drums renewed, see sketch below. After parts were killed & riveted, shells were tested to an hydrostatic pressure of 600 lbs & found satisfactory.

Safety valves were retested under steam 6470 lbs main boiler & 405 cargo boiler. Satisfactory fuel power steam trials were carried out.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is eligible (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.)

In my opinion to receive the record of +LMC 9 35 in the Register Book.

Survey Fee (per Section 29) \$100.00
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) \$10.00

Fees applied for 30-Sept-1935 per G.A.
Received by me, W.D. Cumham
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK OCT 2-1935

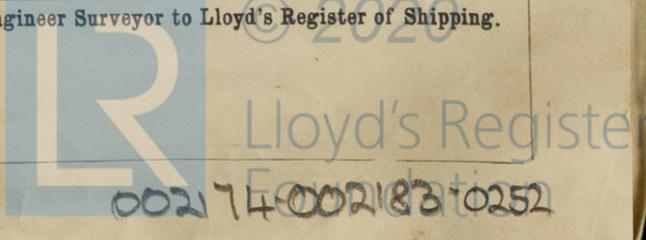
Assigned +LMC 9-35
Sub. for 27.9.35

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1. class		
Contemplates	5.2/5	+LMC 5(2.9)35
Carrying Petroleum in bulk.		IS (CL)
Long running		etc etc
Brick kilns.		WTB
Fitted for oil fuel	5(2.9)35	

Present condition of funnel(s) Good

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

Is a Certificate required, so, to be sent to Philadelphia.



Noted
Without Special Condition

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.

India
18.10.38



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