

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

(Received at London Office)

Date of writing Report 16th May, 19 47 When handed in at Local Office 27th May, 19 47 Port of Baltimore, Maryland  
 No. in Reg. Book 71601 Survey held at Baltimore, Maryland Date, First Survey March 4th, Last Survey March 20th, 19 47  
 on the Machinery of the ~~Wood Iron~~ Steel S.S. "DAULTON MANN" (No. of Visits 5)

Tonnage { Gross 7176 Vessel built at Richmond, California By whom Permanente Metals Corporation When 1944  
 Net 4380  
 Engines made at Portland, Oregon By whom Willamette Iron & Steel Corp When 1943  
 Nominal Horse Power 1884 HP Boilers, when made (Main) 1944 (Donkey) -  
 No. of Main Boilers 2 Owners Scindia Steam Navigation Company Owners' Address -  
 No. of Donkey Boilers - (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 490 lbs. Managers - Port Bombay Voyage Foreign  
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) Bethlehem Key Highway

Last Report No. Port

## Particulars of Examination and Repairs (if any) Dkg, LMC, TS, Classif.

(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? Yes

" " 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 March 14th, 1947 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 240 lbs.

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? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No 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 March 4th 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 power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Whilst the vessel was on the drydock the fastenings of the propeller, the stern tube, and the sea valves were examined and found in order.

Done for BS: The two main boilers together with all mountings opened up, cleaned, examined internally and externally and all placed in good and safe working condition. The boilers afterwards examined under steam, the fire extinguishing appliances and oil burning equipment examined, and the superheat and main safety valves adjusted to 230 and 240 lbs. per square inch respectively.

Done for TS: The tailshaft drawn, examined, found in order and replaced.

Done for LMC: The main engine cylinders, pistons, valves, valve chests, valve gear, piston rods, crossheads and brasses, guides and guide shoes, connecting rods, crankpins and bearings, main bearings and journals, the columns, sole plate and holding down bolts, the thrust shaft and bearings, the line shaft and bearings, the attached air and bilge

## General Observations, Opinion, and Recommendation:—

(P.T.O.)

(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.E.M.S. 9,11, \*L.M.C. 9,11, or \*LMC 140 lb, F.D., &c.)

The machinery of this vessel so far as now seen is in good and safe working condition and is eligible in my opinion to be classed with this Society with a record of TS (CL) seen 3-47, and LMC 3-47 (Class Contemplated).

Survey Fee (per Section 29) \$ See First Fees applied for  
 Special Damage or Repair Fee (if any) \$ Entry 19  
 (per Section 29.) Report  
 Travelling expenses (if chargeable) \$ : : Received by me, 19

Committee's Minute

Assigned LMC-3,47 subject

T. P. 3,47.

WTB(VPT) 240 lbs.

NEW YORK JUN 4 1947

Engineer Surveyor to Lloyd's Register of Shipping.

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S.S. "DAULTON MANN" Machinery Continued

pumps all opened up, examined throughout, minor repairs made and all closed up in order.

The ballast pump, circulating pump and engine, the fire and bilge pump, the auxiliary condenser circulating pump, the three electric light engines, the sanitary pump, the two main feed pumps, the fuel oil transfer pump and the fuel oil service pumps and heaters opened up, minor repairs carried out and all closed up in order. The main and auxiliary condensers opened up, cleaned and tested and found good. The pumping arrangements tested and found in order.

Done for alterations: In compliance with the Rules Feed Water Regulators (Campbell Type) were fitted at this time to the P & S water tube boilers.

On completion of repairs the main, auxiliary and electrical installation were tried out under full load and found satisfactory.



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