

Report No. LLOYD'S REGISTER OF SHIPPING UNITED WITH

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

MACHINERY

No. in Reg. Book Port **HALIFAX, N. S.**
S/S "SEAKONK" of **St. John's, Newfoundland.** **May 10,** 19 **49**
Completion of Special Survey held* **Afloat at Liverpool**
Owners **Newfoundland Tankers Ltd.** Electric Lighting? **Kws.**
Engines: **Oil engine** Made by **Fairbanks-Morse & Co.** When **1/1944**
Description
Cylinders, No. each Eng. **5** Diars. **16"** Stroke **20"** Cub. Ft. each L.P. Cyl.
Boilers:
Main, No. & Description W.P. Made by When
Aux. M. Do. W.P. Made by When
Donkey
Main Steam Pipes, Material Welded, Brazed, Seamless When Tested
Propeller Shaft, Diar. under Liner Description of Liner **See San Francisco report.** When Drawn
Class M.B.S. **1** S.S. No. **1** Due **5/53** Boiler Survey Due M.S. Due

* Insert name of Dry Dock; or where, if afloat.

This vessel was visited as she lay afloat at Liverpool, Nova Scotia, at the request of the Owners, Messrs. Newfoundland Tankers, Ltd., for the purpose of completing the outstanding items for Special survey as stated in British Corporation Head Office letter dated 14th March, 1949, Reference T.26/T22.

The machinery items stated in above letter are as undernoted:

Evaporator to be examined and tested.
Clarkson boiler out of commission due to missing parts.

As the Clarkson vapour donkey boiler is not to be repaired at this time owing to the extensive damage, the evaporator examination has also been deferred to suit Owners' convenience.

Thrust and intermediate shafts.

Thrust was repaired at San Diego. See surveyor's report dated 3rd March, 1949. Both shafts were at that time stated to have been examined. From external examination by the undersigned, these shafts appeared to be in good order.

Auxiliary air compressor.

Opened up, examined, cylinder walls, valves, bearings, etc., found in good order.

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First Visit **6th May, 1949** Last Visit **12th May, 1949** Boilers and Engines then in **good** Condition
as far as seen.
No. of Visits **3**

Fees \$

Advised.....

Expenses **SEE HULL REPORT**

Paid.....

\$

..... Chief Surveyor.

W. S. Laurie
Surveyor to the **BRITISH CORPORATION**
REGISTER OF SHIPPING AND AIRCRAFT
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Salt water cooling water pumps opened up for examination.

In good order.

Fresh water cooler opened for examination.

In good order.

Oil transfer pump, opened.

In order.

Boiler feed pump.

Not now in use. (To be examined after completion of boiler repairs)

The Owners stated that the Donkey Boiler, evaporator and boiler feed pump did not affect the running of the main engines or auxiliaries, to which the undersigned concurred, and he agrees to deferring repairs to

these items as above stated. This vessel was visited as she lay at anchor at the request of the Owners, Messrs. Newfoundland Tankers, Ltd., for the purpose of completing the outstanding items for Special Survey as stated in British Corporation Head Office letter dated 14th March, 1949, Reference T. 26/122.

THIS, THE 1ST SPECIAL SURVEY NO. 1,

The machinery items stated in above letter are as undernoted:

IS NOW COMPLETE
Evaporator to be examined. The Clarksons vapour donkey boiler is not to be repaired at this time owing to the extensive damage, the evaporator examination has also been deferred to suit Owners' convenience.

Thrust was repaired at San Diego. See surveyor's report dated 3rd March, 1949. Both shafts were at that time stated to have been examined. From external examination by the undersigned, these shafts appeared to be in good order.

Opened up, examined, cylinder walls, valves, bearings, etc., found in good order.

Thos. Laurie
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING

Condition Good then in 12th May, 1949
as far as seen.

THE HULL REPORT
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