

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

(Received at London Office...)

Date of writing Report Feb. 25, 19 44. When handed in at Local Office Feb. 25 19 44. Port of Newport News, Va.
No. in Survey held at Newport News, Va. Date, First Survey Feb. 5 Last Survey Feb. 22, 19 44.
Regr. Book 35790. on the Machinery of the ~~Walter Jennings~~ Steel S/S "WALTER JENNINGS" (No. of Visits...)

Tonnage { Gross 9564 Vessel built at Kearny, N.J. By whom Federal S.B. Co. When 1921 3.
Net 5978. Engines made at Kearny, By whom Federal S.B. Co. When 1921 3.
Nominal Horse Power 676. Boilers, when made (Main) 1921 - 3. (Donkey)
No. of Main Boilers 3 Owners Standard Oil Co., of N.J. Owners' Address
No. of Donkey Boilers... Managers... (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 210. Port Wilmington, Del. Voyage
in Donkey Boilers... If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) N.N.S. & DD. Co.

Last Report No. ... Port ... Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) B.S., M.S., T.S., etc

(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 ...

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? None

State latest date of internal examination of each boiler. February 14th, 1944. 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? 210 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? Yes, 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? Stbd, only 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? Yes.

Has shaft now been changed? No If so, state reasons ...

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

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 S. rewooded P. 1/8"

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

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.

Vessel placed in dry dock, ships side fastenings, propellers, outer end of stern tube and bushings examined, found or placed in good order. All sea cocks and valves opened up, cleaned ground in, examined, gland repacked and rejointed.
Starboard Engine:- Propeller removed and examined, intermediate shafting, tail shaft, thrust shaft and crank shaft removed, shafting examined, line run and alignment checked, stern bushing marked off, rewooded, bored out, shoulder ground off liner, tail end intermediate shafting replaced, propeller fitted, nut hardened up and cemented. Crank shaft and thrust shaft taken to machine shop, placed in lathe, crank pins, journals, couplings and collars trued up, examined, lined up, holes in couplings reamed and new coupling bolts, forged, machined and fitted. Crank shaft main bearings remetalled, white metal pads on thrust shoes faced up and

General Observations, Opinion, and Recommendation:— The machinery of this vessel when seen, is in good, safe working order and eligible in my opinion to remain as now classed with fresh record B.S. 2.44 & T.S.(CL) s. 2.44. Owner's Representative requested that the survey held on the starboard engine be accepted as part M.S. with date.

Survey Fee (per Section 29) B.S. \$ 45.00
~~XXXXXX~~ T.S. & \$ 35.00
Damage or Repair Fee (if any) (per Section 29.) M.S. \$ 100.00
Laying expenses (if chargeable) \$ 5.00

Fees applied for 24/2/ 19 44
Received by me, [Signature] 19 44
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute NEW YORK APR 13 1944
Signed As now subject
B.S. 2.44 T.S. 2.44

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years expired or now expired	Machinery and Boiler Surveys (including date of N.B., if any)
*100-A-1 7.43		*LMC. 4.42
*Shelter deck with freeboard"		B.S. 2.43 T.S.(CL) s. 4.42
ss h. 4h. ho. 3-7.33 ss gal. ho. 2-42		Donkey boiler not to be used. P. 1.43
Carrying Pet. in bulk; fitted for fuel 3.21 F.P. above 150°F.		

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

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



005636-005643-0152

adjusted, shafts returned to ship, bedded down, main bearings adjusted, thrust block adjusted to true shafting alignment.

H.P. & M.P. crank pin brasses remetalled and fitted. H.P. eccentric straps remetalled, all crank pin brasses and eccentric straps adjusted. H.P. & M.P. crosshead pins trued up and bearings remetalled. H.P., M.P. & L.P. cylinders, pistons, piston rods, connecting rods opened up, examined, ridges ground off all cylinders, rings adjusted and replaced.

H.P. guide shoe remetalled. H.P., I.P. & L.P. guide shoes examined and asjusted. Port and starboard stern gland repacked.

Starboard circulating pump opened up, examined, new piston rod neck and gland bushes fitted, new crosshead pin and brasses fitted, crank shaft bearing adjusted. Sea cocks and valves opened up, ground in, examined, glands repacked, spindles frees and covers rejointed..

Three main boilers, steam and feed pipes tested by hydrostatic pressure to 315 Lbs. per sq. inch to U.S. S. Inspectors requirements. Three boilers opened up, cleaned, examined internally and externally overall parts, together with doors and mountings. Boiler mountings removed from shell, studs renewed as found necessary. Valves and cocks opened up, ground in, examined, glands repacked and covers rejointed. Main feed checks seats and valves renewed.

Rivers and seams caulked in combustion chambers as required, forty-six plain tubes rolled.

Steering engine opened up, examined, adjusted and replaced.

On completion of the above repairs, the machinery was tested under working conditions and found satisfactory.

Safety valves adjusted under steam as stated above.

The Oil installation examined and found in good order.

John M. [Signature]

Noted

All part held

Submitted to the
DONKEY BOILER
not being used

[Signature]
19/1/44



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Foundation