

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

(Received at London Office 3.11.1942)

Date of writing Report June 10 1942 When handed in at Local Office June 11 1942 Port of New York
 No. in Survey held at New York Date, First Survey April 29th Last Survey May 14 1942
 Reg. Book 20554 on the Machinery of the Wood, Iron or Steel Simple M/V C.O. STILLMAN (No. of Visits 5)

Tonnage { Gross 13006 Vessel built at Kegonsak By whom Orinco Tulkard When 1928 2
 Net 7765 Engines made at " By whom " When 1928 2
 Nominal Horse Power 1295 Boilers, when made (Main) (Donkey) 1928
 No. of Main Boilers - Owners Panama Transport Co. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 W.T. Managers Panama Port Panama Voyage "
 Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Rock Creek Steel Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 250 lb (State name of Dock.) Rock Creek Steel Co.

Last Report No. - Port -
 Particulars of Examination and Repairs (if any) Nothing done

(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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? 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 All Boilers May 11, 1942. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? 250 lbs

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

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

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

Has screw shaft now been drawn and examined? No 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? - 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? -

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 25" 3/4

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

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

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

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

Nothing done. Keel placed on dry dock, outside fastenings of propellers, stern bushes & sea connections found good. Sea valves opened & examined. Boilers examined externally and internally with mountings & steam pipes under hydrostatic pressure and found in good order. Safety valves adjusted under steam at pressures noted above. The fuel oil system of piping with valves & deck controls examined under working conditions found satisfactory.

Examined for Co. See Page 2 ->

Repairs to main lug bed examined. Found to continue efficient.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(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.)

classified in our opinion to remain as now classed with full record of D.B.S. 5-42 and L.M.C. with date when survey has been completed subject to further examination of the main lug bed plate at next docking.

Survey Fee (per Section 29) £ 45 Fees applied for June 11 1942

Special Damage or Repair Fee (if any) £ - Received by me, [Signature]

(per Section 29.) Travelling expenses (if chargeable) £ - 19 [Signature] Engineer Surveyor to Lloyd's Register of Shipping.

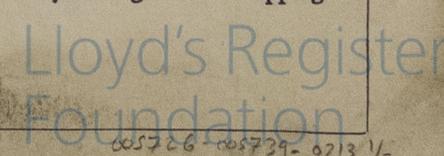
Committee's Minute NEW YORK JUN 17 1942

Assigned As now subject.

D. B. S. 5, 42.

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

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



"C.S. Stillman"

C.S.
Port main engine

No 3 and 6 Cylinders, pistons, valves, parts, Connecting
Rods & Supports and covers.

Starboard main engine

No 5 and 6 Cylinders, pistons, valves, parts
Connecting rods & Supports and covers.

Auxiliaries

Port main engine cooling water pump.
Fresh water pump.

Repairs. New piston rings were fitted to
main engine pistons Port No 3 and 6
and Starboard No 5 and 6.

1 main engine (starboard) piston & parts taken
to shop, overhauled tested & made satisfactory
& placed on board.

minor repairs were made to Dunlop Boilers
tubes, a few rolled in bottom rows
and adjustments made to main and
auxiliary machinery when necessary.



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10.7.42

Subject as now recommended

[Faint, mostly illegible handwritten notes in cursive script, covering the majority of the page. The text is written in pencil or light ink and is difficult to decipher.]



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