

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

(Received at London Office)

31 JUL 1941

of writing Report 2nd June 1941 When handed in at Local Office 2nd June 1941 Port of SHIMONOSEKI.

Survey held at KASADO Date, First Survey 30th April Last Survey 28th May 1941
(No. of Visits 5)

on the Machinery of the ~~Steel~~ Steel Single Screw Steamer "FEDERLOCK"

Gross 6607 Vessel built at Kearny, N.J. By whom Federal & S.B.Co. When 1918 11
Net 3921

Engines made at Schenectady, N.Y. By whom General Electric Co. When 1918

Boilers, when made (Main) 1918 (Donkey) /

Main Boilers 3 Owners G.E.Marden Owners' Address /
(if not already recorded in Appendix to Register Book.)

Managers Wheelock & Co. Port Shanghai Voyage /

Donkey Boilers / If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
in Boilers 210 lbs (State name of Dock.) Kasado Dock precisely as in Register Book & Supplements).

Report No. / Port Docking,

Particulars of Examination and Repairs (if any) BS.S.R.L.&T.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? /

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? /

Where a special damage report has not been made, state for what reasons? /

Which parts of the Boilers could not be thus thoroughly examined? /

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? /

What is the latest date of internal examination of each boiler? 7th May 1941. Present condition of funnel(s) Good

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lbs

Has the Surveyor examined the Safety Valves of Donkey Boiler? / To what pressure were they afterwards adjusted under steam? /

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? /

Has the Surveyor examined all the manholes, doors and their fastenings of the Donkey Boilers? / and of the Donkey Boilers? /

Has the Surveyor examined the drain plugs of the Main Boilers? / and of the Donkey Boilers? /

Has the Surveyor examined the drain plugs of the Donkey Boilers? / and of the Donkey Boilers? /

Has the Surveyor examined all the mountings of the Main Boilers? Yes and of the Donkey Boilers? /

Has the Tail 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 the Tail shaft now been changed? No If so, state reasons /

Has the Tail 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? /

What is the date of examination of Screw Shaft? 7-5-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Has the Surveyor examined 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. /

Done:- Vessel placed in dry dock, propeller, stern bush, sea cocks & valves with their shell

fastenings, examined and found or now placed in good condition.

Tail shaft with continuous liner, examined and found in good condition.

The 3 Main boilers were examined over all parts with doors, mountings and safety valves

and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 28th May 1941.

Special Reasons List:- New spare pads for Michell thrust block now supplied.

All rotor blades of last stage of ahead turbine now renewed.

Note:- The restrictions for the above may be removed from the Special reasons list.

P. T. O.

General Observations, Opinion, and Recommendation:—

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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

Machinery and boilers of this vessel are in good condition and eligible in my opinion to be

continued as classed with fresh record of BS, 5-'41. And "Tail shaft (CL) seen 5-'41".

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Amount (£) 189:00 Fees applied for 30. 5. 19 41

Damage or Repair Fee (if any) / Received by me, /

Expenses (if chargeable) See Hull Rpt. 19 /

Committee's Minute FRI. 22 AUG 1941

Signature As now Without

5-41

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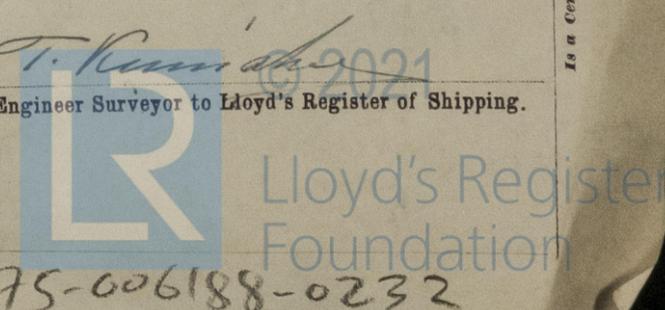
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Insert Character of Ship and Machinery precisely as in the Register Book

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



006175-006188-0232

S.S. "FEDERLOCK"

Alteration:- New independent auxiliary steam stop valve (4" inches) fitted direct to each boiler shell, and steam piping altered suitably. all new valves and pipes tested under hydraulic pressure as required by the rules, afterward examined under steam and found in good condition.

repairs due to wear & tear:-

192 boiler tubes renewed.

Other repairs of a minor nature effected.

T.K.

*No due S. 41 held
Grust blocks dead with
Main repair to boiler
Yurini blades repaired
It is submitted that
this vessel is eligible for
THE RECORD.*

M. S. 41

S. S. 41

*Y. R. 41
19.8.41*

*Without Special
Condition*



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