

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

(Received at London Office SEP - 9 1940)

Date of writing Report 12th August 1940 When handed in at Local Office 12th August 1940 Port of Baltimore, Maryland

Survey held at Baltimore, Maryland Date, First Survey 16th July Last Survey 21st July 1940
on the Machinery of the Wood, Iron or Steel S.S. "IPSWICH" (No. of Visits 5)

Gross 5671 Net 3448 Vessel built at Chester, Pa. By whom Chester S. B. Co. Ltd. When 1919 7
 Engines made at Pittsburgh, Pa. By whom Westinghouse Elec. & Mfg. Co. When 1919
 Boilers, when made (Main) 1919 (Donkey) -
 Owners Waterman Steamship Corp. Owners' Address -
 Managers - Port Mobile Voyage -
 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
 (State name of Dock.) Maryland D.D. & Pier 5, Locust Point

Report No. _____ Port _____
Particulars of Examination and Repairs (if any)

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 a 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.

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

Where a damage report made by anyone else? If so, by whom? London Salvage

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? _____

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? _____

Where a survey was not done, state for what reasons? _____

What 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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

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? _____, 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? _____, and of the Donkey Boilers? _____

Has the propeller 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 propeller shaft now been changed? No If so, state reasons _____

Has the propeller 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? _____

Date of examination of Screw Shaft 17-7-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

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? _____

Where a survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete with respect to the Tailshaft

Damage Surveys.

Damage and Part M.S. (2nd-No. 2)

Damage stated to have been sustained by grounding in San Pedro Harbour on 12th June, 1940 on a voyage from Longview, Washington to U.S. east coast ports via San Pedro.

With vessel on drydock, propeller removed, tailshaft drawn, cleaned and examined, propeller blade nuts tightened and recemented, propeller blades scored edges dressed, stern tube cleared of silt, all reinstalled in good order.

All sea valves opened, cleaned, examined, valves ground, stems repacked, chests recoated and closed in good order.

P. Turbine:- casing opened, rotor removed to ship, 15" blade shrouding renewed on astern velocity wheel, blading renewed (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. 9, 11, B.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., P.D., &c.)

Machinery eligible to be retained as classed and that the records of T.S. (tailshaft seen) 1940 and M.S. with date when machinery survey has been completed.

Survey Fee (per Section 29) T.S. £ : \$25.00 M.S. £ : \$30.00

Special Damage or Repair Fee (if any) (per Section 29.) £ : \$60.00

Travelling expenses (if chargeable) £ : \$4.25

Fees applied for Aug. 2 19 40 Received by me, 19

Committee's Minute _____

Assigned as _____

_____ T.S. 7, 40.

NEW YORK AUG 14 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

006412-006422-0024 1/2



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

S.S. "IPSWICH"

Machinery (Cont'd)

cleaned and reset, rotor tested for dynamic balance, found satisfactory, labyrinth packing reconditioned, rotor refitted, and closed up in good order.

Turbines and Gearing holding down bolts tested and tightened.

Main Condenser opened up, cleaned, all new tubes (owner's) fitted, tested, closed in good order.

Main Circulating Pump casing opened, examined, new seal rings fitted, impeller examined, new shaft fitted, casing recoated and closed in good order.

Machinery Survey:-

The Owner's desire that the examination of the H.P. turbine, the circulating pump, casing and impeller, and the examination and testing of the Main Condenser be credited to the special survey.

W.C.B.



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Notes

Sp/due 10.41 part held.

Warranted that it
should W.L.L. be kept
for record + Accus 7.40

on completion

£740
SA
23/9/40

