

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

(Received at London Office)

TUE. MAY. 22 1923

MOBILE ALA

of writing Report 28th APRIL 1922 When handed in at Local Office 29th APRIL 1923 Port ofin Survey held at MOBILE Date, First Survey 9th APR. Last Survey 28th APRIL 1923

507 on the Machinery of the Wood, Iron or Steel S. DUNGANNON Master (No. of Visits 17)

Gross 7257 Vessel built at ALAMEDA CAL By whom BETHLEHEM S. B. CORP. LA When 1920-

Net 4485 Engines made at SAN FRANCISCO CAL By whom BETHLEHEM S. B. CORP. When 1920

Main Boilers 3.32 Boilers, when made (Main) 1920 (Donkey)

Donkey Boilers Owners THE TEXAS CO. INC. Port PT. ARTHUR, TEX Voyage PORT LOBUS.

Main Boilers 220 If Surveyed Afloat or in Dry Dock YES

Donkey Boilers (State name of Dock.) TODD D.D.

Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

Special Surveys, when held, must be reported in detail and serially 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 the details of the repairs should be briefly summarised at the end of the report. State also the 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 offered his services for this purpose, and why they were declined?

Was a damage report made by anyone else? If so, by whom?

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

Donkey " " " "

If 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?

Surveyor examine Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lbs

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

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

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

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

Screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

Shaft now been changed? No If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

The distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

If Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete:-

Classification Engines and Boilers opened out examined and now in good order: tail shaft examined and found satisfactory: The arrangements of Sea Cocks

hinges, suction and valves found to be in good order and to conform with the requirements of the Rules:-

L.M.C. Propeller, stern tube stern bush, sea valves connections and fastenings

examined and found good: Cylinders, pistons, slide valves, crank, Thrust and

tail end shafts, pumps, valves, cocks, pipes and strainers and pumping arrangements

examined and found or made good: Condenser examined tested and found tight:-

Main boilers examined internally and externally and found in good condition:

withstood hydraulic test to 310 lbs: Mountings overhauled examined and now in

good order. Safety valves examined and adjusted as above noted:

Repairs: H.P. Cylinder and H.P. Valve Chamber skimmed and new piston and valve rings

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, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery and boilers of this vessel are now in good and safe working

condition and eligible in our opinion, to be classed as recommended in the first entry report

herewith: viz Notations L.M.C. 4.23. F.D. and FITTED FOR OIL FUEL F.P. ABOVE 150° F.P. ABOVE

150° F. in the Register Book:-

Survey Fee (per Section 28.) £ Fees applied for

Special Damage or Repair Fee (if any) (per Section 28.) £

Travelling Expenses (if chargeable) £

Received by me, John S. Heck

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAY 8 1923

Assigned See Report N.Y. 22752

Lloyd's Register Foundation

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THE SURVYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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