

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

(Received at London Office)

of writing Report 28th APRIL 1922 When handed in at Local Office 29th APRIL 1922 Port of MOBILE ALA

in Survey held at MOBILE Date, First Survey 9th APR. Last Survey 28th APRIL 1922

507 on the Machinery of the Wood, Iron or Steel S. DUNGANNON Master

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

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

Boilers, when made (Main) 1920 (Donkey)

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

If Surveyed Afloat or in Dry Dock YES Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

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

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 those being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where a special damage report has not been 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

Were there any parts of the Boilers which were not 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? _____

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boiler? _____

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

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

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? _____ or is it without liners? _____

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

Has the shaft now fitted new? Yes Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

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

If the 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, bilge 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; witnessed 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 HP 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, 149 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 Yk 22752

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

007626-009638-0015



fitted: New piston rings fitted to feed pumps and new piston and rod fitted to water ends; also several minor repairs now done: -

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.