

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

Date of writing Report 28th APR 1923 When handed in at Local Office 29th APR 1923 Port of MOBILE ALA
(Received at London Office TUE MAY 22 1923)
No. in Reg. Book 58077 Survey held at MOBILE Date, First Survey 8th APR Last Survey 28th APR 1923
on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "DERBYLINE" Master
(No. of Visits 18)
Tonnage Gross 7063 Vessel built at ALAMEDA, CAL. By whom BETHLEHEM S.B. CO. N.Y. When 1919
Net 4349 Engines made at SAN FRANCISCO CAL By whom BETHLEHEM S.B. CO. N.Y. When 1919
Registered Horse Power 597 Boilers, when made (Main) 1919 (Donkey)
No. of Main Boilers 3 Owners THE TEXAS CO. INC Port PORT ARTHUR TEX Voyage PORT LOUIS.
No. of Donkey Boilers 1 If Surveyed Afloat YES in Dry Dock YES
Steam Pressure in Main Boilers 220 (State name of Dock.) ALABAMA D.D.
in Donkey Boilers

Last Report No. Port
Particulars of Examination and Repairs (if any) L.M.C.
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.

Particulars of Classification (which must be inserted <u>precisely</u> as in Register Book & Supplements).			
CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.		Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
CLASS			
CONTEMPLATED			
CARRYING PETROLEUM IN BULK			FITTED FOR
LONGITUDINAL FRAMING			FUEL OIL

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
Do. " Donkey " " " " "
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?
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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?
Has shaft now been changed? No If so, state reasons
Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?
State 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, large 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, strainers and pumping arrangements examined and now in good order: 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:
Now done: New piston rings fitted to feed & circulating pumps and several

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 4.23. F.P. ABOVE 150° F. in The Register Book

Survey Fee (per Section 25) Fees applied for
Special Damage or Repair Fee (if any)
Travelling Expenses (if chargeable) Received by me,
Charged New York John S. Heck
Engineer Surveyor to Lloyd's Register of Shipping.
Committee's Minute New York MAY 8 1923
Assigned See Report N.Y. 22751



N.B.—If this Report is copied by Copying Press, special 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.

Minor repairs:—

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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