

pt. 9.

(Received at London Office

Last Report No......*Port*

Periodical Surveys, when held, must be reported in detail and serialim 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.

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? accepted Was a damage report made by anyone else? If so, by whom? Lowm S. 2400 & America B. J. Nipping

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

Do.	12	Donkey	15	11
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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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Bollers?

Has screw shaft now been drawn and examined?

Has shaft now been changed? yes If so, state reasons

Is the shaft now fitted new? Yes Has it a continuous liner?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

Survey of Machinery repairs consequent to Stranding of Vessel
It is stated that the vessel left New York on

It is stated that the vessel left New York at 12-44 pm Dec 23rd 1922 bound for Philadelphia & at 6 pm Dec 24th Engines were put Full astern as vessel ran aground & stopped on middle of Pea Patch Shoal, edge of Backland Channel Shoal, 350 feet from Van Buren No 2. From the aforementioned time until 4-15 pm Dec 25th when vessel was again floated to Machinery & Appliances were used severely to accomplish same. It is subsequently stated that when the vessel was breasting on a wharfe from the Port of Anacostia H. to Newmarket B.C. the vessel struck heavily on spit extending off S.W. End of Quemet Island. at 12-45 am March 2nd approximating to condition of the Machinery which according to Chief Engineers Logbook, had been impaired through previous grounding.

At Request of Amers representative made survey of Machinery whilst OVER

General Observations, Opinion, and Recommendation:—

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(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, E.&M.S. 9,11, or $\frac{1}{2}$ L.M.C. 9,11 140 lb., F.D., &c.)

The Machinery & Boilers of this vessel are
in Efficient Condition & Eligible in my opinion to be Continued
as classed & it is recommended that the Notation of (Boilers
Surveyed) BP 4-23 & (Machinery Surveyed) MP-4-23 be made in Register.

Survey Fee (per Section 28).....	£ 100 5s	Fees applied for <i>April 9 19 23</i> Received by me, _____ 19____
Special Damage or Repair Fee (if any)..... (per Section 28.)	£ -	
Travelling Expenses (if chargeable).....	£ -	

Committee's Minute

Assigned

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CERTIFICATE
ATTEN.

23.7

New York MAY 15 1923

 $+h$

-4.23

Engineer Surgeon to Lloyd's Register of Shipping

Lloyd's Register
Foundation

007714-007721-0345

Commercial Traveller

Vessel lying in Land Dry Dock No. 1 & subsequently afloat, Recommended Machinery opened up for Examination. It was found that the Crankshaft bearings had been wiped & Shaft was down 1/2" at N.T. The tunnel bearings were somewhat disturbed & alignment of shafting questionable. The Ring of S.P. Piston was broken. The shaft was down in both 1/2" & Legnum Piston bearing shafts slack. The Blade of Propeller broken off at Root. The Steering Engine Main Gear wheel found cracked, thrust washers to main shaft destroyed & main shaft itself subsequently found fractured & also the tail shaft which containing deep squatters when laras removed owing to slackness.

Upon Completion of Repairs which follow herewith in detail to Machinery was given a 4 Hr. steam trial at Dock when adjustments were made. Safety valves of New Boiler floated & all Dimensions satisfactory.

(Damage Report attached herewith)

Damage Report.

Propeller: The Blade of Propeller broken off at Root — A new C.I.

Propeller of equal weight & size now properly fitted.

Propeller Shaft: Propeller shaft found down 1/2" & Legnum Piston bearing slackened. — Shaft now down & examined together with all attendant fittings & Legnum Piston Reversed in Center half of back.

Supplementary: The Propeller shaft & laras found fractured & now replaced by new made to Society's Requirements (Refer Rep. 7. attached)

Main Engines & Auxiliaries: All opened up, Examined & adjusted.

Crank Shaft & Line Shafting: Crank shaft down 1/2" at N.T. Bearing & the rest of all main bearings wiped — Crankshaft lifted, all main bearings re-metalled. Crankpins broken of all Tunnel shafting the shafting lifted, Bearings re-metalled & all shafting re-coupled & lined up when vessel put into water.

Main Bearing Spanner: Some broken & now replaced by new.

L.P. Bottom End Brasses: Spare brasses used & metal of some destroyed — Some now renewed, Re-metalled & Crank pin treated.

H.P. Piston Ring: Found Broken & now replaced by new properly fitted

Steering Engine: Main Gear wheel broken & thrust washers destroyed — Both replaced by new & Engine overhauled.

Supplementary: The main or Engine shaft found impaired & now replaced by new & in replacement washers done away with.

Dock Trial: Full haul dock trial recommended — Canister oil under full steam pressure & the entire Machinery tested & adjusted.

The Underwater Pen Connections were opened up by the Engineer, grids cleaned, fastenings attached to & certain valves ground in & all now satisfactory.

The Markings on the Tail shaft were as follows:

Log 11
191
16-12-18
N.T.F.

The Markings on the New shaft are:

Log 1166
27-3-23
C.H.