

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

(Received at London Office 1935)

Date of writing Report 19th Dec. 1934 When handed in at Local Office 19th Dec. 1934 Port of MOBILE, ALABAMA

No. in Reg. Book 81795 Survey held at MOBILE Date, First Survey 22nd May Last Survey 17th Dec. 1934
(No. of Visits 10)

on the Machinery of the ~~Wood, Iron or Steel~~ Steel S.S. "NELSON"

Tonnage { Gross 4747 Vessel built at Quincy, Mass. By whom Fore River S.B.Co. When 1912 - 11
Net 2797 Engines made at " By whom " When - 1912

Nominal Horse Power 448 Boilers, when made (Main) - 1912 (Donkey) -

No. of Main Boilers 3 SB Owners Hillcone S.S.Co., Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers " Port San Francisco Voyage -
Steam Pressure in Main Boilers 190 lbs. * Surveyed Afloat or in Dry Dock
(State name of Dock.) Alabama D.D. & S.B.Co.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Compl. * LMC

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.

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 -

as 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 " " " None

If this 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? 14/12/34

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs.

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? Yes, and of the Donkey Boilers? -

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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? L.V.

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

Has the 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? -

What is the date of examination of Screw Shaft? 17/12/34 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Close

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETED (see Bal.Rpt.)

Was the vessel placed in dry dock, examined the propeller, fastenings of the stern bush, the sea connections and their fastenings and found or placed in good order. Yes

Was the tail shaft drawn in, examined, found good and replaced. Inner and outer bushes rewooded on lower ends. Yes

Were the H.P. & L.P. cylinders and pistons, H.P. valve, crank shaft, thrust shaft, pumps, condensers, the valves, cocks, pipes and strainers of the pumping arrangements examined and found or placed in good order. Yes

Were the three main boilers examined over all parts with all mountings and fittings and found or placed in good order. Yes

Were the safety valves adjusted under steam as above. Yes

Were the boilers also tested to 285 lbs. per square inch hydrostatic pressure as required by Federal Law and found sound and tight at that pressure. Yes

Was the electric installation examined as required by the Rules and under full working conditions and found or placed in good order. Yes

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in working condition, eligible in my opinion to remain as classed and to have record of * LMC 12,34

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

Working condition, eligible in my opinion to remain as classed and to have record of * LMC 12,34

TAIL SHAFT LAST SEEN 12,34 in the Register Book.

Fee (per Section 29) \$155.00 Fees applied for Dec. 19, 1934

Damage or Repair Fee (if any) £ :

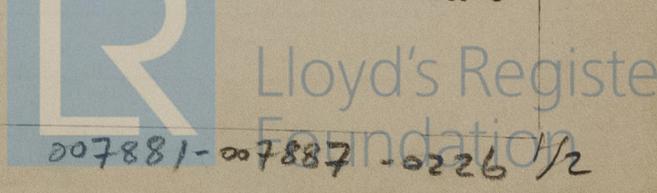
Working expenses (if chargeable) £ 6.00 Received by me, 19

Committee's Minute NEW YORK DEC 27 1934

Signed + LMC. 12.34 T.S. 12.34

CERTIFICATE WRITTEN 14.1.35

Engineer Surveyor to Lloyd's Register of Shipping.



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

REPAIRS:-

Nut on throttle valve for main engine renewed. Approximately 80 feet of bilge suction line in engine room renewed. Auxiliary circulating pump one new seat fitted. Lagging and covering on main boilers repaired. Valve chests to attached bilge pumps new seats and valves fitted. 12 c.c. stays renewed. Air pump valve seats machined and new valves fitted. L.P. ahead and astern eccentric straps remetalled.

T. H. Wood

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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