

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

(Received at London Office

1935)

Date of writing Report 19th Dec. 34 When handed in at Local Office 19th Dec. 34 Port of MOBILE, ALABAMA

No. in Reg. Book. Survey held at MOBILE Date, First Survey 22nd May Last Survey 17th Dec. 1934

81795 on the Machinery of the ~~WOOD, IRON or Steel~~ S.S. "NELSON" (No. of Visits 10)

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

Nominal Horse Power { 448 Engines made at " By whom " When - 1912

No. of Main Boilers 3 SB Boilers, when made (Main) - 1912 (Donkey) -

No. of Donkey Boilers - Owners Hillcone S.S.Co., Ltd. Owners' Address -

Steam Pressure in Main Boilers 190 lbs. Managers " (if not already recorded in Appendix to Register Book.)

in Donkey Boilers - Port San Francisco Voyage -

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

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

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

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

l shaft drawn in, examined, found good and replaced. Inner and outer bushes rewooded on lower ves.

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

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

ety valves adjusted under steam as above.

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

electric installation examined as required by the Rules and under full working conditions and d or placed in good order. (cont'd)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in

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

Damage or Repair Fee (if any) £ : :

ng expenses (if chargeable) £ 6.00:

Fees applied for Dec. 19, 1934

Received by me, 19

Committee's Minute

igned + LMC 12.34 T.S. 12.34

CERTIFICATE WRITTEN. 14.1.35

Engineer Surveyor to Lloyd's Register of Shipping.

007881-007887-0226/2

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

Is a Certificate required? If so, to be sent to

Lloyd's Register Foundation



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*



Notes

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9.1.35

no longer valid to look at the situation. However, unless you can find evidence to the contrary, the fact that you are now in a position to do so is a very strong indication that you are not in a position to do so. The fact that you are now in a position to do so is a very strong indication that you are not in a position to do so.



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