

REC'D NEW YORK OCT 25 1920

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

(Received at London Office TUE NOV. 4 1920)

When handed in at Local Office Oct. 19 1920 Port of Portland, Oregon

Survey held at Portland, Oregon Date, First Survey Dec. 30, 1919 Last Survey August 12, 1920 (No. of Visits 62)

on the Machinery of the Wood, ~~Iron~~ Steel Motor Vessel "PARTHIA" ex "AVANCE" Master

Gross 661.52 Vessel built at Linnton, Oregon By whom Columbia Engineering Wks. When 1920 1919 14

Net 485.91 Engines made at Augustendal, Sweden By whom J. W. Swenson's Motor When 1919

Boilers, when made (Main) (Donkey) Mfg. Co. 1919

Owners Lars Christensen, Inc. Port New York Voyage Norway via Cuba

If Surveyed Afloat ~~and~~ Dry Dock Portland Fry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report No. 577 Port Portland, Oregon

Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any damage detailed in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

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 not used? 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?

Donkey " " " " " " " " " " " "

Were any parts of the Boilers not done, state for what reasons?

Were any parts of the Boilers which could not be thus thoroughly examined?

Were any 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? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boiler?

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

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

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

Has the screw shaft now been changed? If so, state reasons

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

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft?

Is the survey now complete state what arrangements have been made for its completion and what remains to be done?

Survey for damage by fire, water and ice.

RECOMMENDED AND NOW DONE - 2 Cylinders renewed, 1 Cylinder Jacket welded, 2 Muffler Water Jackets & 2 Exhaust Pipes welded, Main Crank Shafts, Thrust Shaft and Tunnel Shafting and Bearings and Couplings overhauled and refitted; all Fuel & Water Circulating Pumps, Rods, Levers, Reversing Gear, Valves and

Overhauls overhauled or renewed; all Fuel, Water and Lubricating Oil Tanks repaired, tested and replaced on board. Electric Generators, Storage Batteries, Wiring & Connections entirely renewed. All Bilge Pumping and Connections removed and replaced in good condition. Vessel placed in drydock, holding

General Observations, Opinion, and Recommendation:—

Clearly state 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, S.S. 9, 11, S. & T.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

This Vessel's machinery is eligible, in my opinion, to remain as classed with

the record of survey LMC 7-20.

& see above

Fees applied for July 30, 20

Damage or Repair Fee (if any) \$500.00

Expenses (if chargeable) \$50.00

Received by me, Sept. 30, 20

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York OCT 26 1920

Subject LMC 7-20

& see above

MACHINERY DEPT WRITTEN 22-11-20

FRI. FEB 11 1921

FRI. JUN 3 1921

WED. 30 MAR. 1921

TUE. 4 JUL 1922

TUE. 20 FEB. 1923

FRI. APR 22 1921

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Lloyd's Register Foundation

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

RECOMMENDED AND NOW DONE (continued)

down bolts fitted with Plates under heads and tightened; new Brass Studs fitted to Main Sea Injection Valve, Strut, Bearing and Boss Plate Bolts tightened and Stern Gland repacked. Machinery tried on four hour run on river and machinery found to be in good order.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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