

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

(Received at London Office 29 SEP 1934)

Date of writing Report 19 When handed in at Local Office 10 Port of Seattle, Washington.

No. in Survey held at Seattle, Washington. Date, First Survey May 11th Last Survey August 27, 1934

33647 on the Machinery of the ~~Wesley Iron~~ Steel S.S. "WILLIAM LUCKENBACH" ex "Rappahannock" ex "Pommern" (No. of Visits 25)

nage { Gross Vessel built at Vegesack By whom Bremer Vulkan. When 1913
Net Engines made at " By whom " When 1913

Nominal Horse Power { Boilers, when made (Main) 3-Ford. 1918. 3 After. 1917. (Donkey) -----

No. of Main Boilers 5. SB Owners Luckenbach S.S. Co. Inc. Owners' Address (If not already recorded in Appendix to Register Book.)
Port New York Voyage Coastwise.

No. of Donkey Boilers - Managers -----

Steam Pressure - Main Boilers 230 If Surveyed Afloat or in Dry Dock Both. Todd D.D. (State name of Dock.)

No. of Donkey Boilers -

1st Report No. Port
Particulars of Examination and Repairs (if any) LMC. Etc.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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

Is 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 " " " " "

Was this 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?

Latest date of internal examination of each boiler After Port 25/6/34. After Cent & Stbd & Ford Port & Stbd 11/7/34

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? - 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? - Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - 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? -

State date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal 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 Complete.

L.M.C. NOW DONE:- All cylinders and valve casings opened out, pistons, valves, piston rods, valve spindles, etc., removed and all examined together with the covers and found or placed in good working condition. Cylinder sizes checked. Crank and thrust shafting stripped and lifted, examined together with all bearings, brasses, etc., and found in good order. Shafting replaced in good working condition. Line shafting and bearings found in good order. All shafting sizes noted. Connecting rods and brasses in good condition. Air, circulating, feed, bilge, ballast and all other pumps opened out, examined, overhauled and placed in good working condition. An additional indept. Feed pump installed at this time. Main and Aux. condensers opened out, examined and tested, and placed in good order. The pumping arrangements, including bilge, ballast and other valves opened out, examined and placed in good working order and found in accordance with the Rules. Engine holding down bolts gone over and hardened up.

The 3 after main boilers (original) drilled for thickness and found in accordance along with the scantlings as per plan herewith and submitted to a hydraulic pressure of 330 lbs and found sound and tight afterwards examined internally and externally and found in good condition. Man holes, doors and their fastenings good. All mountings opened out, examined and placed in good working condition and as per Rules. The superheaters in connection with these boilers (Locomotive Type) examined under a pressure of 330 Lbs and found sound and tight

General Observations, Opinion, and Recommendation:— OVER

(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 boilers and machinery of this vessel are now in good working condition and are eligible in my opinion to be classed in the Register Book with records of L.M.C. 8,34. C.L. 8,34 and notation of "Elec light"

Survey Fee (see Section 29) \$340 00
This fee includes 50- 5 F.O. 90.
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : :

Fees applied for
Sept 1 1934
Received by me
22. 2. 1935

W. Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned LMC 8.34 T.S. C.L. 10.33 (See S.F. Rpt. 7/188)

CERTIFICATE WRITTEN

008812-008822-0150

Two additional single ended Scotch boilers (built under Special Survey 1918) and retested by the S.Fo. Surveyors were installed at this time. All mountings, fittings, steam and feed piping, etc., tested and installed as per Rules.

The safety valves of the five boilers afterwards adjusted under steam 220 Lbs.

A double unit oil fuel burning installation fitted at this time, same entirely separate from all other pumping arrangements and with relief valves discharging to the suction side of the pumps. The oil pressure pipes and their flanges, suction pipes, valves, fittings, etc., installed in accordance with the Rules and on completion heaters, piping, etc., tested out under a pressure of 600 lbs and all proven good and tight. The control of pressure pumps, oil pumps, and fire extinguishing pipes fitted as per Rules. Steam heating coils of extra heavy steel and tested out in place, water service pipes and steam fire extinguishing pipes fitted in boiler room also save all at furnaces and all as per Rules.

All wood fittings removed and lead suction pipes replaced with steel throughout.

The Electric Lighting installation examined throughout, part renewed to conform with the new conditions. Original cables tested out and any faulty ones renewed. All new circuits, switchboards, distribution panels, junction boxes, fittings, etc., installed in accordance with the Rules. On completion the installation tested out under full load conditions and proven satisfactory.

Vessel placed on dry dock and sea connections and propeller together with all their fastenings found in good condition.

Vessel taken out on a trial trip and all machinery tested out under full working conditions and proven satisfactory.

NOTE:- Vessel towed to this port from San Francisco and machinery never in operation until tested out at Seattle.

REFRIGERATING MACHINERY

Nothing done at this time. Owners representative states that nothing is to be done until such times as the Owner's decision can be made to remove the installation or put it in condition to carry refrigerated cargoes.

N.B.—If this Report is copied by copying Press, especial 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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