

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

No. 2778

Date of writing Report 9 July 1927 When handed in at Local Office 9 July 1927 Port of New York
 No. in Reg. Book 87938 Survey held at Strooken N.Y. Date, First Survey 7 Last Survey 3 June 1927
 on the Machinery of the Wood, Iron or Steel S. Se ALGONQUIN
 Tonnage { Gross 5945 Vessel built at Newport By whom Newport Bus S. S. S. Co When 1926
 { Net 3546 Engines made at do By whom do When 1926
 Nominal Horse Power 981 Boilers, when made (Main) 1926 (Donkey)
 No. of Main Boilers 4 Owners Cherokee & Seminole S. S. Co Owners' Address Port New York Voyage
 No. of Donkey Boilers 1 Managers Clyde S. S. Co (If not already recorded in Register Book)
 Steam Pressure in Main Boilers 210 If Surveyed Afloat or in Dry Dock Dana Laug
 in Donkey Boilers ✓ (State name of Dock.)
 Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Docking

When held, must be reported in detail and verification in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made a report for this purpose, and why they were declined.

report made by anyone else? If so, by whom?

personally go inside each Main Boiler separately and make a thorough examination at this time? no

" Donkey " "

ne, state for what reasons?

the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the
 are himself of the thorough efficiency of those parts of each Boiler?

examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? ✓

examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boiler? ✓

examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler? ✓

examine all the mountings of the Main Boilers?

, and of the Donkey Boiler? ✓

How been drawn and examined? no

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? ✓

changed? ✓ If so, state reasons ✓

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? ✓

between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

complete, state what arrangements have been made for its completion and what remains to be done? Complete

done

the vessel was on dry dock

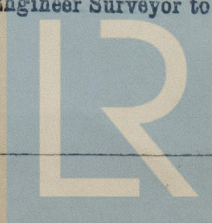
propeller, stern bush and fastenings of the sea cocks examined and
and in good condition

Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible
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
on 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,
to remain as now classed without fresh record of survey

Fees applied for
 19
 Received by me,
 19

NEW YORK JUL 13 1927

Geo. S. Richardson
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

Dr. King.

It is submitted that
this report is eligible to
remain as CLASSED.

28/27

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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