

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

(Received at London Office 31 OCT 1927)

When Report Oct. 14th 1927 When handed in at Local Office Oct. 14th 1927 Port of Newport News, Va.

Survey held at Norfolk, Va. Date, First Survey Sept. 28th Last Survey Oct. 12th 1927. (No. of Visits 8)

on the Machinery of the ~~Wood, Iron or Steel~~ S/S "CERRO GARDO"

TROSS 2347 Vessel built at Duluth, Min. By whom M'Dougall Duluth Co. When 1919

et 1420 Engines made at Duluth, Min. By whom M'Dougall Duluth Co. When 1919.

184 Boilers, when made (Main) 1919 (Donkey)

Boilers 2 Owners Hammond Lumber Co. Owners' Address 260-California St.

Boilers 190 Managers (If not already recorded in Appendix to Register Book).

Boilers 190 If Surveyed Afloat or in Dry Dock Yes Port New York. Voyage

Boilers 190 (State name of Dock.) Norfolk Shipbuilding Co.

Port No. Port Classing
L.M.C. and L.M.C.

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

Surveys, when held, must be reported in detail and verification in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on engines, 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 if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

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

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " "

it done, state for what reasons? --

is of the Boilers could not be thus thoroughly examined? --

Special means, in the absence of internal examination, were adopted by the { --

to assure himself of the thorough efficiency of those parts of each Boiler? Yes

Surveyor examine the Safety Valves of the Main Boiler? Yes

Surveyor examine the Safety Valves of Donkey Boiler? --

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

Surveyor examine the drain plugs of the Main Boilers? Yes

Surveyor examine all the mountings of the Main Boilers? Yes

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? --

Has it been changed? No If so, state reasons --

Is 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? --

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

Is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Vessel placed on dry dock. Propeller, sternbush, all sea connections and their fastenings

examined and found in good order. The H.P., I.P. and L.P. cylinder, pistons, valves, rods,

etc., examined and found in good condition.

Crank, thrust and tunnel shafting examined and found in order.

Air, feed, bilge and ballast pumps overhauled and now in good condition. The main and

auxiliary condensers examined, found in good condition, tested and found tight. Circulator over-

hauled and placed in good order. The main engines and auxiliary machinery tried under steam

found in good working order. The two main boilers examined internally and externally

together with the safety valves and all mountings. Boilers tested to 285 Lbs. hydraulic

pressure and found tight, also examined under steam and safety valves adjusted to 190 Lbs. per

square inch. Minor repairs effected.

1 Observations, Opinion, and Recommendation:-- Recommended that the machinery of

be recorded in the Register Book with the record of L.M.C. 10.27 and propeller

(CL) seen 10.27.

Fees applied for
Received by me,
19

NEW YORK OCT 19 7

L.M.C. 10.27 T.5.10.27

CERTIFICATE WRITTEN 31/10/27

For C. J. Hudson
& Self. A. G. Hance
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 20 JAN 1928

FRI. 11 MAY 1928

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Lloyd's Register
Foundation

009647-009654-0273

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

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

Survey for classification
now held. & satisfactorily reported
upon.

It is submitted that
this vessel is eligible for
THE RECORD. LMC 10.27. F.D.
S 10.27. CL.

For particulars of Mahr?
see First Entry report.

AWD
18/11/27

N.

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.

