

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

(Received at London Office 31 OCT 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"

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

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

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

Boilers 2 Owners Hammond Lumber Co. Owners' Address 260-California St.
(If not already recorded in Appendix to Register Book).

Boilers 190 Managers Norfolk Shipbuilding Co. Port New York. Voyage

Boilers 190 If Surveyed Afloat or in Dry Dock Yes
(State name of Dock.) Norfolk Shipbuilding Co.

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

Classes of Examination and Repairs (if any) and L.M.C.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 summarised at the end of the report. State also the initials of any letters respecting this case.

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

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

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

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

What was done, state for what reasons? --

What means 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? --

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 Lbs.

Did you examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? --

Did you examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? --

Did you examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? --

Has the 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 the shaft now been changed? No If so, state reasons -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

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

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

Was the 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.

Was the crank, thrust and tunnel shafting examined and found in order.

Were the 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 overhauled and placed in good order. The main engines and auxiliary machinery tried under steam and 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 inch. Minor repairs effected.

What are your observations, opinion, and recommendation? Recommended that the machinery of

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

(CL) seen 10.27.

Signature: For C. J. Hudson & Self. A. G. Howce

Engineer Surveyor to Lloyd's Register of Shipping.

Stamp: FRI. 20 JAN 1928

Stamp: FRI. 11 MAY 1928

Stamp: © 2021

Stamp: Lloyd's Register Foundation

Stamp: 009647-009654-0273

Stamp: CERTIFICATE WRITTEN 31/10/27

Stamp: NEW YORK OCT 19 7

Stamp: L.M.C. 10.27 T.S. 10.27

Stamp: Pressure

Stamp: tee's Minute

Stamp: Section 28

Stamp: Section 29

Stamp: Section 30

Stamp: Section 31

Stamp: Section 32

Stamp: Section 33

Stamp: Section 34

Stamp: Section 35

Stamp: Section 36

Stamp: Section 37

Stamp: Section 38

Stamp: Section 39

Stamp: Section 40

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 Mch 27
see First Entry report.

JWD
18/11/27

M.

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.

