

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

(Received at London Office)

JAN 1945

Date of writing Report Dec. 7, 19 44. When handed in at Local Office Dec. 7th, 1944. Port of Newport News, Va.
 No. in Survey held at Norfolk, Va. Date, First Survey, and Last Survey Nov. 4th, 1944
 Reß. Book 57151. on the Machinery of the Woodhopper Steel M/V "ELIZABETH CITY" (No. of Vessel 1.)

Tonnage { Gross 298
 Net 171. Vessel built at Bath, Me. By whom Texas S.S. Co. When 1917.
 Engines made at Beloit, Wis. By whom Fairbanks, Morse & Co. When 1917.
 Nominal Horse Power 138 Boilers, when made (Main) (Donkey)
 No. of Main Boilers Owners The Texas Company. Owners' Address Port Wilmington, Del. Voyage
 No. of Donkey Boilers Managers
 Steam Pressure in Main Boilers * Surveyed Appliance in Dry Dock Yes. Particulars of Classification (which must be entered precisely in Register Book & Supplements)
 in Donkey Boilers (State name of Dock) Greig Bros. Marine B.R.

Last Report No. Port
 Particulars of Examination and Repairs (if any) Docking.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Reports on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes and besides 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.

CLASSIFICATION	Machinery and Boilers
<u>III - Barge - 344</u>	<u>INC. 9.42</u>
<u>as Gal. End. No. 3,</u>	<u>10.57 LMC(M) 3.4</u>
<u>as N. No. 1-42</u>	<u>T.S. (OL) 2.40</u>
	<u>NEAT 3.44</u>

For service in the West Indies Carrying Petroleum in bulk

In 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.

Was a damage report made by anyone else? If so, by whom? Donkey

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

If this was not done, state for what reasons? Donkey

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

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 Boilers?

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

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

Is 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?

Is shaft now been changed? If so, state reasons.

Is 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 3/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Vessel placed on Marine Railway, propeller, stern bush, sea valves and fastenings examined in good order.

General Observations, Opinion, and Recommendation:—

(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.G.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

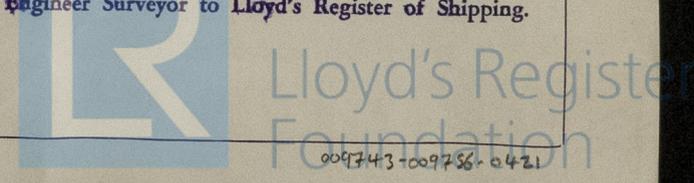
The machinery of this vessel is in good, safe, working condition and eligible in my opinion to remain as now classed without fresh record of survey.

Survey Fee (per Section 29)	£ : :	Fees applied for
Special Damage or Repair Fee (if any)	£ : :	
(per Section 29.)	£ : :	
Wellington expenses (if chargeable)	£ : :	Received by me,

John Sims 2021
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Signed As now

NEW YORK DEC 13 1944



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

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Bell
10/1/45

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