

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

(Received at London Office 19 SEP 1928)

Date of writing Report Aug. 10th. 1928. When handed in at Local Office Aug. 10th. 1928. Port of Hong Kong

No. in Reg. Book 34970 Survey held at Hong Kong Date, First Survey Aug. 7th. Last Survey Aug. 10th. 1928
(No. of Visits 2)

on the Machinery of the ~~Block Island~~ Steel S.S. "DAVID C. REID" (ex "SILVERBROOK")

Tonnage { Gross 6135 Vessel built at Chester, Pa. By whom Chester S. B. Co. When 1919 5mo.
Net 3854

Nominal Horse Power 628 Engines made at E. Pittsburg, Pa. By whom Westinghouse Electric & Mfg. Co. When 1919 5mo.
(Donkey)

No. of Main Boilers 3 Owners John Jay Shipping Corporation Owners' Address 15, Moore Street, New York
(if not already recorded in Appendix to Register Book)

No. of Donkey Boilers - Managers - Port New York Voyage -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and verbatim 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. Repairs 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.)

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? Damage report made

Was a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " None

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

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? -

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 Boiler? -

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

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

Has screw shaft now 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? -

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 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

Damage stated to have been sustained by the vessel encountering a typhoon on July 30th. 1928, while on voyage from San Pedro to Hong Kong. (See Damage Report enclosed).

NOW DONE FOR DAMAGE REPAIRS.

Electric wiring and pipe conduit renewed on Starboard side trunk deck.

One length main steam pipe from Starboard boiler renewed and tested

with 400 lbs. hydraulic pressure.

NOTE:- It was further stated that, during the typhoon, four drums containing lubricating oil and three empty drums were washed overboard, also that the Engineers of the vessel had renewed eight lengths of 3 1/2" deck exhaust pipes which had been damaged, pipes being used from vessel's spare gear.

General Observations, Opinion, and Recommendation: L.M.C. remain as at present.

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

See note overleaf.

Survey Fee (per Section 25) 2 Fees applied for 10/8/19 28
Special Damage or Repair Fee (if any) \$60.00 (per Section 25.)
Travelling Expenses (if chargeable) \$15.00 Received by me, 10

Committee's Minute TUE. 25 SEP 1928

Assigned No action

W. L. Johnson
Engineer Surveyor to Lloyd's Register of Shipping.



If so, is the Report sent now, or when will it be sent?

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

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

NOTE.

The Master stated that the vessel had been surveyed for reclassification by the Surveyor to this Society at Mobile, Ala. U.S.A. during the month of June, but he had no certificates on board to that effect. This report has been made assuming the above statement is correct.

This Report is copied by copying Press, special 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.

Heavy weather damage
to main steam pipe removed
& minor repairs effected.
As submitted in action is
necessary, the reclassification
survey being incomplete

[Handwritten signatures]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

