Rpt. 9.

No. 2854

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

(Received at London Office 22 MAY 1942)

Date of writing Report ..... 19 ..... When handed in at Local Office ..... 19 ..... Port of LOS ANGELES, CALIFORNIA

No. in Reg. Book 73598 — Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey ..... and Last Survey Mar. 10 1942 (No. of Visits one)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S."EDWIN B.DeGOLIA"

Tonnage: Gross 3322, Net 2032

Nominal Horse Power 241

No. of Main Boilers 2 WT

No. of Donkey Boilers ---

Steam Pressure— in Main Boilers 160#

in Donkey Boilers ---

Vessel built at Baltimore By whom Baltimore SB & DD Co. When (Year. Month.) 1917 11

Engines made at Hoboken By whom W & A Fletcher Co. When 1917

Boilers, when made (Main) 1917 (Donkey) ---

Owners Hillcone S.S.Co.Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers ..... Port San Francisco Voyage ----

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat - Los Angeles Shipyard

Last Report No. ..... Port .....

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

Character ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
~~✠100 A1 12,40 9,41~~		~~LMC 4,40~~
~~ss Mob.2nd.No.3~~		~~BS 4,41~~
... ~~4,40~~		~~TS 4,40 cl~~
5.42		NB17 9,24 refitted
Carrying Petroleum		in bulk.
Fitted for oil fuel		11,17.
F.P.above 150°F.		

Particulars of Examination and Repairs (if any) B.S.

(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. 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 ---

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

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

" " Donkey " " " ---

If this was not done, state for what reasons? See note below

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? ---

Has 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? ---

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 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 ---

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ---

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ---

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 See note below

Boilers examined under hydrostatic test 240 lbs. per square inch.

Note:- On 16th March, 1942 a letter was received from the Owners, regretting to advise the Society that they had decided to discontinue the Class on this vessel due to unforeseen circumstances and transfer Class to American Bureau of Shipping.

The above work was carried out prior to receipt of letter from Owners.

General Observations, Opinion, and Recommendation:— Recommend that the Machinery of this vessel,

(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.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

so far as seen, is eligible to remain as Classed with fresh record of B.S. 3,42 when the Survey has been completed.

Survey Fee (per Section 29) $20.00:

Special Damage or Repair Fee (if any) £ : :
(per Section 29.)

Travelling expenses (if chargeable) £ : :

Fees applied for Apr. 13 19 42

Received by me, ... 19

James A Anderson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 29 1942

Assigned Transmit to London.

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

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

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010056-010066-0086

Noted
(Declassed)
DJA
2/16/42

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