

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

(Received at London Office

NOV 8 1937

Date of writing Report Oct. 19th 1937 When handed in at Local Office 10 Port of SAN FRANCISCO

No. in Survey held at SAN FRANCISCO Date, First Survey Oct. 4th, Last Survey Oct. 15th, 1937.  
 Reg. Book. 29088 on the Machinery of the WHEELER & STEEL T.S.S. "LURLINE" (No. of Visits 6)

Gross 18021 Vessel built at Quincy, Mass. By whom Bethlehem S. B. Corp., Ltd. When 1932 - 12  
 Net 10409 Engines made at " By whom " When 1932 - 12

Nominal Horse Power 5363 Boilers, when made (Main) 1932 (Donkey) -  
 No. of Main Boilers 12 W.T. Owners Matson Navigation Company Owners' Address San Francisco  
 No. of Donkey Boilers - Managers - Port San Francisco Voyage -  
 Steam Pressure in Main Boilers 400 lb. If Surveyed Afloat or in Dry Dock Afloat  
 in Donkey Boilers - (State name of Dock.) Pier #32- San Francisco, Cal.

Last Report No. - Port -Particulars of Examination and Repairs (if any) Part L. M. C.

Periodical Surveys, when held, must be reported in detail and notation 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? -" " Donkey " " " " -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? -State latest date of internal examination 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 Boilers? -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? - 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 -

Yes

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

Is electric light and/or power fitted? -If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

## PART L.M.C. - NOW DONE

Examined Port Inboard (No. 2) and Starboard outboard (No. 4) Generator Turbine rotors, bearings, casings and gears.

Main Condensers Port and Starboard opened up and examined.

## TO COMPLETE L. M. C.

P and S, H.P., I. P., and L. P. Turbines and gears to examine.

Flexible thrust coupling to be examined.

Sea cocks, valves and discharge valves to examine.

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

Recommended that the machinery of this vessel be retained as now classed and have notation in the Register Book of L.M.C. 2-37 when survey has been completed.

Survey Fee (per Section 29) \$ 10.00:Fees applied for Oct. 18 37Special Damage or Repair Fee (if any) \$ :Received by me, 19Travelling expenses (if chargeable) \$ 2.00Received by me, 19Committee's Minute -Assigned Deferred for Comp. M.S.

NEW YORK OCT 27 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

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

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

014159-014165-004-1



