

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

(Received at London Office. 5 MAY 1947)

Date of writing Report 11th March 1947 When handed in at Local Office 21st Mar. 1947 Port of Baltimore, Maryland

Survey held at Baltimore, Maryland Date, First Survey 6th March, Last Survey - 1947

on the Machinery of the Wood, Iron or Steel S.S. "HOKK SMITH" renamed "THORA DAN" (No. of Visits One)

Vessel built at Savannah, Ga. By whom Southeastern S. B. Corp. When 1943

Engines made at Hamilton, O. By whom General Machinery Corp. When 1943

Boilers, when made (Main) 1943 (Donkey) -

Owners The West Coast Line Owners' Address 62 Broad Street, New York  
(if not already recorded in Appendix to Register Book.)

Managers T. Lauritzen Port - Voyage -

If Surveyed afloat in Dry Dock Yes Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. - Port -

Particulars of Examination and Repairs (if any)

Special 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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.

Is 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? -

Was this not done, state for what reasons? -

What parts 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? -

What is the 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 the screw 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 -

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What is the date of examination of Screw Shaft March 6th 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

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? No

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

Classification.

Now done: At the request of Owner's Representative, vessel on floating dock, examined propeller, after and stern

ship's side fastenings. All sea connections opened up, cleaned, examined, valves ground in, glands repacked, covers

jointed. Tail shaft drawn and examined; also propeller replaced and stern gland repacked.

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

The machinery of this vessel where seen, is in good condition and in my opinion eligible to have record of tail

shaft seen (CL) 3-47 when survey has been completed at New York, to which port the vessel is proceeding.

Survey Fee (per Section 29) TS \$ 20.00 : Fees applied for 21st Mar. 1947

Additional Damage or Repair Fee (if any) \$ : (per Section 29.) Late 10.00 : Received by me, 19

Selling expenses (if chargeable) \$ 1.75 :

Committee's Minute

Signed Glass contemplated - T. J. 3, 47.



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

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