

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

(Received at London Office)

Date of writing Report 11-24-1945 When handed in at Local Office 19 Port of Jacksonville, Florida
No. in Survey held at Jacksonville, Florida Date, First Survey and Last Survey 23rd November 1945
eg. Book 6728 on the Machinery of the ~~Woodcock~~ Steel Tanker S/S W. W. BRUCE (No. of Visits 1)

Gross 6728 Vessel built at Chester, Pa. By whom Sun Shipbuilding Co. When 1918 3
Net 4083 Engines made at Chester, Pa. By whom Sun Shipbuilding Co. When 1918 3
MN 532 Boilers, when made (Main) 1918 (Donkey) -
of Main Boilers 3 Owners U. S. War Shipping Administration Owners' Address
(if not already recorded in Appendix to Register Book.)
of Donkey Boilers - Managers Port Wilmington, Del. Voyage
Main Boilers 190 lbs. If Surveyed Afloat or in Dry Dock Afloat
Donkey Boilers - (State name of Dock.)

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 expired	Machinery and Boiler Surveys (including date of N.B., if any)
*100 A1		*L.M.C. 5,44
4,45		B.S. 7,45
s.s. Bal. 2nd, No. 3-		C.L. 9,44
7,42		Fitted for oil
Carrying Petroleum		Fuel 3,18 F. P.
in bulk.		150° F.

st Report No. Port
Particulars of Examination and Repairs (if any) Boiler Repairs

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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.

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

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

" " Donkey " " "

was 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?

Latest date of internal examination of each boiler

Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has the 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 the 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 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

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

Is electric light and/or power fitted? Yes

Has 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

Has the survey is not complete, state what arrangements have been made for its completion and what remains to be done

Complete

RE:- Port Boiler - Rivet broken in inboard bottom longitudinal stay, pad. Broken rivet removed, hole reamed, rivet renewed, and made and proven tight.

1. Observations, Opinion, and Recommendation:-

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

CS 3,34,

Machinery of this vessel, so far as seen, is in good working condition, eligible to remain as classed B.S. 7,45,

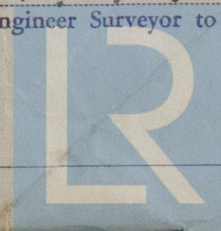
Register Book.

(per Section 29) £ \$15.00 Fees applied for
Damage or Repair Fee (if any) £ : : 11-24-1945
(per Section 29.)
Expenses (if chargeable) £ :2.00 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

tee's Minute NEW YORK DEC 5 1945

d As per

Lloyd's Register
Foundation

RETAIN

RETAIN

noted
Roll
7/1/46



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