

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

(Received at London Office 23 OCT 1945)

Date of writing Report 19 When handed in at Local Office 19 Port of SEATTLE, WASHINGTON

Survey held at Seattle, Washington Date, First Survey May 12th Last Survey June 9th 1945

Book on the Machinery of the ~~WOOD~~ ~~IRON~~ ~~STEEL~~ S.S. "SHENANDOAH" (No. of Visits six.)

Year. Month.

Gross 6414 Vessel built at Bath, Maine By whom Texas S.S. Co. When 1919 6

Net 3974 Engines made at Buffalo, N. Y. By whom H. G. Trout Co. When "

556 Boilers, when made (Main) 1919 (Donkey)

of Main Boilers 3 WT Owners US War Shipping Adm. Owners' Address Wilmington, Del.

of Donkey Boilers Pressure— 200 Managers Port Wilmington, Del Voyage Not stated

Main Boilers 200 If Surveyed Afloat or in Dry Dock Both. Todds Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers

Report No. Port

Particulars of Examination and Repairs (if any) BS. & TS.

Periodical Surveys, when held, must be reported in detail and seriatim 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?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

was not done, state for what reasons? WT. boilers

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? Examined under a hydraulic pressure of 300 lbs

latest date of internal examination of each boiler June; F. 4th. S. 5th P. 7th Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

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

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

crew 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? -

shaft now been changed? - If so, state reasons -

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? -

late of examination of Screw Shaft May 21st State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8 F.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

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

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE

NOW DONE:- The 3 W.T. boilers examined under a hydraulic pressure of 300 lbs and found sound tight. Boilers emptied, drums, tubes and headers so far as practicable examined, found clean and in good condition. All brick worked removed at this time and replaced with mostly new. All mountings removed at this time, examined, placed in safe working condition and replaced in position with all fastenings as originally. Man and hand hole doors, together with their fastening in good order. Safety valves adjusted under steam. The oil fuel burning installation examined, together with the fuel tank valves and their control gears and piping all found in good order and easily accessible. The installation afterwards examined under working conditions and found satisfactory.

el placed in dry dock, sea connections and their fastenings examined and in good working order. Tail shaft drawn in examined together with the stern tube and fastenings and all found in good condition and tail shaft replaced. The propeller and its fastenings replaced in good order.

## 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, BS. 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,

The boilers of this vessel and the machinery, so far as seen is now in good working order eligible in my opinion to remain as classed and to have fresh records of BS. 6,45 and TAIL SHAFT 5,45 in the Register Book.

Fee (per Section 29) £ 85.00 Fees applied for

Damage or Repair Fee (if any) £ : : Jy. 10 1945

(per Section 29.)

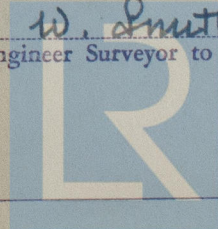
ing expenses (if chargeable) £ : : Received by me, 19

Committee's Minute NEW YORK OCT 10 1945

igned As now

B.5.6.45 T.5.5.45

W. Smith © 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



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W1002-0220



Notes.

L.F.  
1/11/65.



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