

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

(Received at London Office)

24 MAR 1944

State of writing Report 21st Feb. 1944 When handed in at Local Office 21st Feb. 1944 Port of New York  
 in Survey held at Hoboken, N.J. Date, First Survey 1st Dec. Last Survey 21st January 1943-44  
 on the Machinery of the ~~XXXXXXX~~ "S.S." BIRKENHEAD (No. of Visits 10)

Gross 6960 Vessel built at Oakland, Cal. By whom Moore S.B. Co. Year 1921 Month 10  
 Net 4297 Engines made at Hamilton, O. By whom Hooven, Owens Rentschler When 1921  
 Main Boilers 3 Boilers, when made (Main) 1921 (Donkey) Co. -  
 Owners ~~Seely Vacuum Oil Co. Inc.~~ Owners' Address -  
 Managers United States War Shipping Administration Port New York Voyage -  
 If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock) Todd Shipyards Corp., Hoboken, N.J. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 101 Dkg., BS, TS & Repairs

Particulars of Examination and Repairs (if any) 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 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 officers respecting this case. Copy herewith

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? Yes

" " Donkey " " "

What was not done, late for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special plans, 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 S. & Gen. Jan. 3 & P. Jan. 11, 1944

Present condition of funnel(s) Good

Did the Surveyor examine the Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 220 lbs. sq. in.

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? Yes

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? -

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? Yes

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? Yes

Date of examination of Screw Shaft Jan. 6, 1944 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

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

Is electric light and power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Yes

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

Yes

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Done: The vessel placed in dry dock, the fastenings of the stern tube and sea valves examined found in order, all sea valves overhauled and examined. The Tail Shaft drawn and examined, bottom half of the stern bush rewooded and all replaced in order.

The three main boilers examined internally and externally with their mountings and the boilers tested by the U.S. Steamboat Inspectors and all found in order. The boilers examined under steam with oil burning equipment and witnessed the adjusting of the safety valves to the above working pressure by the U.S. Inspectors.

General Examination: The main engines and auxiliaries generally examined as far as practical and for working conditions on completion of repairs and all found in order.

Done: LP piston rings renewed, feed pump (S), main circulating pump, evaporator, both generators (PTO)

General Observations, Opinion, and Recommendation:—The machinery and boilers of this vessel are 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.E.M.S. 9,11, \*L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

Safe condition and eligible in my opinion to be continued as classed with fresh record of BS 1,44

Tail Shaft (CL) seen 1,44.

Fee (per Section 29) BS \$ 45.00

TS \$ 20.00

Special Damage or Repair Fee (if any) \$ 40.00

(per Section 29.) Elec. \$ 30.00

Well expenses (if chargeable) \$ :

Fees applied for

Feb 1 1944

Received by me,

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Committee's Minute NEW YORK MAR 1 1944

Assigned as above

B.S. 1,44, T.S. 1,44.

E. S. Whitlam  
 Engineer Surveyor to Lloyd's Register of Shipping.

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W1006-0080

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

Is a Certificate required? If so, to be sent



main engine stop valve, aux. condenser and main condenser overhauled and placed in order.

Electrical A new reciprocating (General Electric) Dynamo rated at 15 K.W. - 135A - 110V. - D.C.

installed on the port side adjacent to the two present generators. The generator tried out under full working conditions and found in order. Vessel now has a port, center and starboard generator fitted to run in parallel. Both the center and starboard generators and all electric light circuits megger tested and all placed in good order.

Fire Damage: The lighting circuits to the accommodation in the port side of the poop renewed as necessary.

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Notes  
JMA  
4/4/44



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