

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

Date of writing Report 12th Sept. 1947. When handed in at Local Office

(Received at London Office

27 OCT 1947)

No. in Survey held at ALAMEDA, CALIFORNIA Date, First Survey 2nd July Last Survey 5th Sept. 1947.
Reg. Book 65190 on the Machinery of the ~~WATERBURY~~ Steel S. S. "ADMIRAL HALSTEAD" (No. of Visits Three)

Tonnage { Gross 3289 Vessel built at Newark, N.J. By whom Submarine Boat Corp. Year. Month.
Net 2007 Engines made at Essington, Pa. When 1921-1
Nominal 386 MN Boilers, when made (Main) 1921 By whom Westinghouse Electric When 1921
Horse Power and Manufacturing Co. (Donkey)
No. of Main Boilers 2 WTB Owners Pacific Mail Steamship Co. Owners' Address
No. of Donkey Boilers - Managers (if not already recorded in Appendix to Register Book.)
Steam Pressure 200 lbs. Port San Francisco Voyage -
in Main Boilers
in Donkey Boilers

Last Report No. Port Dry Dock Co., Alameda, Cal

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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? NO

" " Donkey " " "

If this was not done, state for what reasons? Boilers not prepared for survey

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has screw shaft now been drawn and examined? NO Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

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 3/8"

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

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

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 Machinery, boiler, tail shaft

and electrical surveys remain to be carried out in their entirety.

This vessel has been laid up and was drydocked with a view to carrying out survey and repairs

to enable the vessel to resume service but the Owners on learning the extent of the hull repairs

necessary decided to return the vessel to "Laid Up" and no repairs were done at this time.

NOW DONE:- Main turbine opened up and examined

H.P. dummy piston and cylinder found badly corroded to renew

All turbine blading (stator and rotor) found choked and foul.

Recommended these be cleaned and that rotor be removed for rebalancing.

Forward and aft turbine bearings to renew

General Observations, Opinion, and Recommendation:- The machinery of this vessel is eligible.

(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

*LM C 140 lb., F.D., &c.)

In my opinion, to remain as classed without fresh record of survey, subject to main turbine being

repaired before proceeding to sea. Laid up pending survey.

Survey Fee (per Section 29) \$ 25.00: Fees applied for 12 Sept. 47

Special Damage or Repair Fee (if any) \$: : Received by me, 19

(per Section 29.)

Travelling expenses (if chargeable) \$ 4.00:

Committee's Minute

Assigned laid up pending survey

NEW YORK OCT 1 1947

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1006-0229

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