

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

(Received at London Office 3 SEP 1946)

of writing Report Aug. 9, 1946. When handed in at Local Office Aug. 9, 1946. Port of Newport News, Va.
Survey held at Newport News, Va. Date, First Survey July 9th, Last Survey July 27th 1946.
on the Machinery of the ~~Wood Iron or Steel~~ S/S "EASTERN CROWN" (No. of Visits 8.)

Gross 5241 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha, Ltd. When 1920 - 1
Net 3266 Engines made at Nagasaki By whom Mitsubishi Zosen Kaisha When 1920 - 1
Over 494 Boilers, when made (Main) 1920 - 1 (Donkey)
Main Boilers 3 Owners Sprague S.S. Co. Owners' Address
Donkey Boilers 1 Managers Port Boston, Mass. Voyage
Boilers 200 If Surveyed Afloat or in Dry Dock Yes
Boilers - (State name of Dock.) N. Ns. S. & DD. Co.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any)
*100-A-1 7.45		*LMC.
ss. Bos. No. 2-5.39		B.S. 7.45
ss. N. Yk. No. 1-43		M.S. 6.43
		T.S. (CL) 3.43

Report No. Port
Particulars of Examination and Repairs (if any)
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Special damage report made by anyone else? If so, by whom? No.

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

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

Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? -

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

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

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

Propeller 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.

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

Date of examination of Screw Shaft July 11th State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 5/32"

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

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

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

Vessel placed in dry dock, stern tube, propeller, ships side fastenings and connections examined, found or placed in good order. Sea cocks and valves opened up, cleaned, ground in, examined, glands repacked and covers rejointed, strainer plates removed, chests cleaned, coated and strainer plates replaced. Tail shaft drawn, shaft and propeller examined, replaced, stern gland repacked, clearance of shaft 5/32". Three main boilers hydrostatic test of 300 Lbs. per sq. inch applied, shell, furnaces, back ends and smoke boxes examined, the boilers were blown out, cleaned and examined internally. All mountings on boiler shell secured by studs were removed, studs examined and renewed as found necessary. Boiler mountings removed to shop, completely overhauled, examined, several new spindles fitted, glands repacked, tested to 300 Lbs. per sq. inch, returned to ship, rejointed on boilers and safety valves adjusted under steam as stated above. Hydrostatic test of

General Observations, Opinion, and Recommendation:— The machinery of this vessel where seen, is in good, safe, working order, and eligible in my opinion to remain as now classed and have the record of B.S. 7.46 and T.S. 7.46 (CL) made in the Register Book in the case of this vessel.

Fee (per Section 29) \$: : Fees applied for 30-7-1946
Special Damage or Repair Fee (if any) \$125 : : Received by me, 19
(per Section 29.)
Selling expenses (if chargeable) \$ 5 : :

Committee's Minute
Signed As M.D.W.
B.S. 7.46, T.S. 7.46.
NEW YORK AUG 21 1946
Lloyd's Register Foundation
w1009-0029

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



No. 5028
for Repairs, &c., of Engines and Boilers.

(Sheet No. 2)

300 Lbs. applied to main steam pipes..

REPAIRS: Main-feed pumps opened up and examined, new liners and rings fitted.
Ballast pump valve gear rebushed and new plunger rod and crosshead fitted.
Ash pump valve gear rebushed, lower section of ash ejector pipe renewed.

BOILERS: Starboard boiler outer furnace, 1 stay bolt nut removed, caulked and expanded.

Center furnace, one stay tube renewed, 5 tubes expanded.

6 rivets caulked, 4'-0" of landing edge caulked.

Inboard furnace, 4 tubes expanded and 6 rivets in furnace front caulked.

Center Boiler port furnace, 4 tubes expanded, one stay nut renewed centre.

3 stay bolts nuts renewed, starb furnace 1 tube expanded.

Port Boiler inboard furnace 1 stay bolt renewed, 2 nuts on stays renewed.

1 stay bolt nut renewed, 1 stay tube renewed. 3 rivets and 2' feet of sea

14 joints on main steam and whistle lines renewed, steam engine for electric

generator cylinder with piston, piston rod and rings fitted complete overhaul and ad

internal feed pipes rejoined internally to boiler shell, Bottom plugs of

On completion of above repairs the machinery was seen under working condi

good working order. Steering gear tested out and found satisfactory.

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