

# 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  
 ver 494 Boilers, when made (Main) 1920 - 1 (Donkey)  
 ain Boilers 3 Owners Sprague S.S. Co. Owners' Address  
 nkey Boilers - Managers Port Boston, Mass. Voyage  
 sure 200 If Surveyed Afloat or in Dry Dock Yes  
 ey Boilers - (State name of Dock.) N. N. S. & D. D. Co.

Report No. Port

## Particulars of Examination and Repairs (if any)

al Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the  
 of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 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  
 and initials of any letters respecting this case.

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

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.

Donkey

None.

is not done, state for what reasons? A hydrostatic test of 300 Lbs. per sq. inch was applied by U.S. Coast Guard

Inspector.

parts of the Boilers could not be thus thoroughly examined? None

at special means, in the absence of internal examination, were adopted by the } None  
 yor to assure himself of the thorough efficiency of those parts of each Boiler?

st date of internal examination of each boiler S.B. July 15, C. & P. B's. July 16, 1946. Present condition of funnel(s) Good.

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

or examine the Safety Valves of Donkey Boiler? - 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? -

ew shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of } Yes.  
 the shaft to permit of it being efficiently lubricated?

ft now been changed? No. If so, state reasons -

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?

te 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.

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

e 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.

essel placed in dry dock, stern tube, propeller, ships side fastenings and connections examined,

ound or placed in good order. Sea cocks and valves opened up, cleaned, ground in, examined,

lands repacked and covers rejointed, strainer plates removed, chests cleaned, coated and strainer

ates replaced. Tail shaft drawn, shaft and propeller examined, replaced, stern gland repacked,

learance of shaft 5/32". Three main boilers hydrostatic test of 300 Lbs. per sq. inch applied,

ell, furnaces, back ends and smoke boxes examined, the boilers were blown out, cleaned and

examinated internally. All mountings on boiler shell secured by studs were removed, studs examined

ad 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,

ajointed on boilers and safety valves adjusted under steam as stated above. Hydrostatic test of

eral Observations, Opinion, and Recommendation:— The machinery of this vessel where seen, is in  
 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.S.M.S. 9.11, \*L.M.C. 9.11, or  
 \*LMC 140 lb., F.D., &c.)  
 CS 334,

ood, safe, working order, and eligible in my opinion to remain as now classed and have the record

c 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  
 al Damage or Repair Fee (if any) \$125 : : 30-7-1946  
 (per Section 29.)  
 elling expenses (if chargeable) \$ 5 : : Received by me,  
 19

Committee's Minute

signed As MDW

B. S. 7.46, T. S. 7.46.

NEW YORK AUG 21 1946

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W1009-0029



No. 5328  
**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 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 electr

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

internall 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.

Is it fitted with continuous liners? Yes

Is an approved appliance fitted at the after end of? Yes

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