

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

(Received at London Office 7 JUL 1942)

Date of writing Report MAY 27th 1942 When handed in at Local Office June 1 1942 Port of NEW YORK
 No. in Survey held at BRECKENLYN Date, First Survey April 27th Last Survey May 21st 1942
 Reg. Book 27691 on the Machinery of the Wood, Iron or Steel M/V "LOUISIANA" (No. of Visits 4)
 Tonnage { Gross 8568 Vessel built at CHESTER PA By whom SUN SBC CO Year. Month. When 1937 7.
 Net 5028 Engines made at CHESTER PA By whom SUN SBC CO When 1937
 Nominal Horse Power 1197 Boilers, when made (Main) (Donkey) 1937
 No. of Main Boilers 1 Owners AS RECORDED Owners' Address AS RECORDED
 No. of Donkey Boilers 3 Managers AS RECORDED (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ Port Wilmington Del. Voyage ✓
 in Donkey Boilers 227 If Surveyed Afloat or in Dry Dock BOTH Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 (State name of Dock.) ROBIN D D & REPAIR CO

Last Report No. ✓ Port ✓

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? ✓

" " Donkey " " 2TB Yes Warts Head DB No

If this was not done, state for what reasons? Warts Head (exhaust gas fired) Not accessible

And what parts of the Boilers could not be thus thoroughly examined? Exhaust of Warts Head (exhaust gas fired)

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? Hydraulic Test of 340 lbs. per sq. in.

State latest date of internal examination of each boiler Port & Main DB May 15th Warts Head DB May 17th Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 227

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has 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? ✓

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 3/16"

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NO

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 D.B.S. complete Machinery CS can

Now done

The 3 Donkey Boilers opened cleaned and examined together with all drainings and safety valves. Steam pipes and connections where exposed found replaced in good order. Safety valves adjusted under steam to a W.P. of 227 lbs. and found satisfactory. Fuel oil system with installation of gauging valves and drain controls examined and found satisfactory.

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, B.S. 9,11, B.G.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 3,34,

in my opinion to remain as classed and recorded and to have record of D.B.S. 5/42. Both in register book.

Survey Fee (per Section 29) D.B.S. £ 45. Fees applied for June 5 1942
 Special Damage or Repair Fee (if any) £ : Received by me, 19
 (per Section 29.)
 Travelling expenses (if chargeable) £ :

Committee's Minute NEW YORK JUN 3 1942

Assigned As above

D.B.S. 5/42

A. D. Coates
 Engineer Surveyor to Lloyd's Register of Shipping.

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W1147-0006

