

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

(Received at London Office SFP 11 1937)

Date of writing Report 31st Aug. 1937. When handed in at Local Office 31st Aug. 1937. Port of Philadelphia Pa.

No. in Reg. Book. Survey held at Chester Pa. Date, First Survey 24. 6. 37. Last Survey 25. 6. 1937. (No. of Visits 2)

✓ on the Machinery of the ~~Wood, Iron or Steel~~ M.V. LOUISIANA.

Tonnage } Gross ✓
 } Net ✓ Vessel built at Chester Pa. By whom Sun Shipbuilding 1886. When 1937.

Nominal Horse Power } ✓ Engines made at Chester Pa. By whom " " " When 1937.

No. of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey)

No. of Donkey Boilers ✓ Owners The Texas Oil Co. Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓ Managers ✓ Port Wilmington Del. Voyage ✓

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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 Damage Report attached.

Was a damage report made by anyone else? If so, by whom? None.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

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. Present condition of funnel(s) ✓

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

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

Has screw shaft now been drawn and examined? ✓ 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done ✓ "VESSEL BUILDING"

Damage stated to have been caused by: the chain fall snapping while lowering the assembled units of thrust shaft bed, thrust shaft housing and thrust shaft on. 23rd June: 1937.

Now done. After section of crank shaft removed to shop, built up with electric welding where damaged on outer edge and coupling face turned up: and shaft tested for alignment. Thrust shaft tried in lathe and coupling faces skinned up: and this shaft-coupling dressed up in place. Thrust bed paid along bolting flange: engine room tank top paid in place and tank is tested in way. Several galvanised pipes renewed: this shaft bearing opened up for examination. On completion of the foregoing repairs, all shop work returned back on board vessel and assembled.

General Observations, Opinion, and Recommendation:—

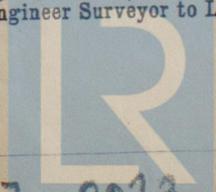
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ : : Fees applied for 30th June, 1937. per W.H. Runkhaus
Special Damage or Repair Fee (if any) (per Section 29.) \$50.00 Received by me, 15th July 1937.
Travelling expenses (if chargeable) \$2.00

Committee's Minute _____
Assigned Transmit to London _____

NEW YORK SEP 1 - 1937

W.H. Runkhaus per S.P.C.
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1147-0028

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

Is a Certificate required? If so, to be sent to

Noted
June
29.9.37



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