

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

(Received at London Office)

7 NOV 1941

Writing Report: 16th Sept. 41 When handed in at Local Office: 16th Sept. 41 Port of Baltimore, Maryland
 Survey held at Baltimore, Maryland Date, First Survey 19-8-41 Last Survey 27-8-1941
 (No. of Visits 4)
 on the Machinery of the ~~WOODHULL~~ Steel S.S. "STEEL AGE"

Gross 6188 Vessel built at Kearny, N. J. By whom Federal S. B. Co. When 1920 Month 2
 Net 3921 Engines made at Indianapolis, Ind. By whom Midwest Eng. Co. When 1920
 596 NHP Boilers, when made (Main) 1920 (Donkey) -
 3 SB Owners Isthmian S.S. CO. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Managers - Port New York Voyage -
 Surveyed Afloat in Dry Dock Bethlehem Steel Co's. Particulars of Classification (which must be inserted
 (State name of Dock.) Upper Yard, Key Highway precisely as in Register Book & Supplements).

Report No. - Port -
 Particulars of Examination and Repairs (if any) Damage, T. S., and B.S.
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements):

CHARACTER. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 Shelter dk with freeboard 1,40	1.4/	LMC 1,40
saN. Os. No. 3-6, 32		MS 7, 35
saBal. No. 1-35		BS 1, 40 1.4/
SS Bal no 2-4/		TS CL 9, 36 1.4/
Fitted for oil fuel 2,20 F. P. above 150° F.		

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Donkey Boilers (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 names and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has made a general damage report for this purpose, and why they were declined Offered. Not required.

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

Was the examination of the Donkey Boilers done? Yes

Were the parts of the Boilers which could not be thus thoroughly examined? -

Were 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? -

What was the latest date of internal examination of each boiler? S and C 20-8-41, P 21-8-41 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lbs. sq. in.

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? Yes and of the Donkey Boilers? -

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? Yes and of the Donkey Boilers? -

Has the 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? -

Has the propeller shaft now been changed? Yes If so, state reasons Fractured at large end of taper

Has the propeller shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

What was the latest date of examination of Screw Shaft? 22-8-41 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft close fit

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

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? -

Is the Survey complete? Complete

Age stated to have been caused by striking submerged object whilst on voyage from Honolulu towards Panama Canal on 16th July, 1941.

Done:-

- Vessel placed in dry dock.
- Propeller stern tube and outside fastenings examined.
- Sea valves and cocks opened up and examined, found or placed in good order.
- Tail shaft drawn inboard, cleaned and examined, found fractured at large end of taper.
- A new spare tail shaft with continuous liner fitted, new bronze propeller fitted.
- Marks on shaft:- LLOYD'S No. 6253 O.N. 2-7-41

S. Boilers examined in their entirety together with safety valves and mountings, all found or placed in good order. (P.T.O.)

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

CS 8,34

The machinery of this vessel, so far as now seen is in an efficient condition and eligible in my opinion to remain as classed with fresh record of B.S. 8,41 and T.S. (CL) N 8,41

Survey Fee (per Section 29)..... B.S. £ : \$45.00 Fees applied for 16 Sept 41

Special Damage or Repair Fee (if any)..... Damage £ : 50.00

Travelling expenses (if chargeable)..... £ : 2.50

Received by me, Robert W. Stonehouse Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now

Assigned B.S. 8,41. T.S. N. 8,41.

NEW YORK SEP 24 1941

Lloyd's Register Foundation

W124-0054(12)

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

7 NOV 1941

Machy. Contd.

S. S. "STEEL AGE"

Boilers examined under steam and safety valves adjusted to 210 lbs. sq. in.

All accessories (Circular 1749) tested under working conditions, valves and control gear satisfactory, fuel oil pipes from pumps examined and joints tight.

Minor repairs effected.



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W124-0054 (2/2)

Noted

without special conditions

GA

28/11/41



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