

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

(Received at London Office)

1919

Writing Report 27<sup>th</sup> May 1919 When handed in at Local Office 27<sup>th</sup> May 1919 Port of New York

Survey held at Brooklyn Date, First Survey 20<sup>th</sup> April Last Survey 16<sup>th</sup> May 1919  
(No. of Visits 10)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Le Luesnoy" Master \_\_\_\_\_

Gross \_\_\_\_\_ Net 1663 Vessel built at Soromp By whom Dominion S.P. Co. When \_\_\_\_\_

Engines made at Dominion S.P. Co. By whom Dominion S.P. Co. When \_\_\_\_\_

Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

Owners Dominion S.P. Co. Port Soromp Voyage \_\_\_\_\_

Surveyed Afloat or in Dry Dock Robins'  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Years After last Survey expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A.1.</u>		

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Dge. & T.S.

All Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the 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 initials of any letters respecting this case.

In 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 not used? 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?

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

Were any parts of the Boilers not done, state for what reasons? Not due for survey

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

Were any 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?

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam? 185 lbs

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 Boiler?

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 the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner?  or two liners?  or is it without liners? Yes

Has the screw shaft now been changed? No If so, state reasons \_\_\_\_\_

Has the screw shaft now been fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

Is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? A good fit.

Is the machinery complete? Complete.

Describe any special Damage. Vessel on dry dock, cracked stern tube removed, base of stern frame bored out, spare stern tube fitted complete. Tail shaft drawn in and examined, new C.I. propeller fitted.

Oil tube oil box, 8 new springs & 1 set of rubbers supplied & fitted & the oil system worked up complete.

Water-cock fastenings examined.

Result of Survey: Shaft alley W.T. door operated from main deck level & found satisfactory

Bidge & balast pumping arrangements tested & found good.

Safety valves on main boilers adjusted to 185 lbs pressure, size of washers noted below.

	Starb Blr.	Port Blr.
S.	<u>11" thick.</u>	<u>21" thick.</u>
P.	<u>23" thick.</u>	<u>5" thick.</u>

General Observations, Opinion, and Recommendation: P.T.O.

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

Machinery of this vessel is eligible in our opinion to remain as classed and to have record T.S. 5-19.

(per Section 28) \$30

Damage or Repair Fee (if any) \$30

Expenses (if chargeable) \_\_\_\_\_

Fees applied for 4 June 1919

Received by me, James D. Seat & A.D. Buchanan.

19 TUE 8-JUL 1919 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York JUN - 3 1919

Recorded T.S. 5-19



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to \_\_\_\_\_

MAIN ENGINE REPAIRS.

A new L.P. slide valve has been fitted to replace one that was broken  
A.S.B.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

