

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

(Received at London Office

MON. 29 AUG 1910)

Date of writing Report Aug. 12th 1910 When handed in at Local Office

19 Port of SAN FRANCISCO,

No. in Reg. Book. Survey held at San Francisco, Date, First Survey July 19 Last Survey July 30th 1910 (No. of Visits three)

21. on the Machinery of the ~~Wood~~ ~~Iron~~ Steel S/S "W.S. PORTER", Master G.B. McDonald

Tonnage { Gross 4902 Net 3525 Vessel built at Newport News By whom Nwprt Nws S.B. & D.D Co. When 1906 11
Registered Horse Power 497 Engines made at Newport News, By whom Nwprt Nws SB & DD Co. When 1906
No. of Main Boilers 3 Boilers, when made (Main) 1906 (Donkey) 1906
No. of Donkey Boilers 1 Owners Associated Oil Co. Port San Francisco, Voyage Coastwise.
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat.
in Donkey Boilers 180 (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 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? no report.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " no

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?

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

Has shaft now been changed? If so, state reasons

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examination account of re-tubing main boilers. Considerable trouble, it is stated, has been experienced from the boiler tubes leaking, necessitating very frequent expanding of tube ends in combustion chambers. As originally constructed no screwed stay tubes were fitted, the bounding row of tubes in each nest being heavy gauge tubes, beaded over at ends. The main boilers have been entirely re-tubed at this time, the screwed stay tubes being 5/16" thick and plain tubes #9 B.W.G. beaded over at both ends. The work was done in a satisfactory manner, boilers tested by hydraulic pressure to 270 lbs. and found satisfactory. Blue print sent herewith showing the arrangement of stay tubes.

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, E.S. 9,00, B.&M.S. 9,00, or L.M.C. 9,00, 140 lb., F.D., &c.)

In my opinion this vessel is eligible to remain as classed without fresh record.

Survey Fee (per Section 22) £ : : Fees applied for Jul 30 19 10
Special Damage or Repair Fee (if any) (per Section 22.) £ 5 : - :
Travelling Expenses (if chargeable) £ : : Received by me, Aug 10 19 10

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

FRI. 2 SEP 1910

as now



Lloyd's Register Foundation

W1351 - 0146

Main boilers retubed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

N.B.—If this Report is copied by Copying Press, especial 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.

JWZ.
30/8/10



© 2021

Lloyd's Register
Foundation

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