

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 Port of SAN FRANCISCO,

No. in Reg. Book. 21. Survey held at San Francisco, Date, First Survey July 19 Last Survey July 30th 19 10

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

Tonnage { Gross 4902
Net 3525

Registered Horse Power 497

No. of Main Boilers 3

No. of Donkey Boilers 1

Steam Pressure—
in Main Boilers 180
in Donkey Boilers 180

Vessel built at Newport News By whom Nwprt Nws S.B. & D.D Co. When 1906 11

Engines made at Newport News, By whom Nwprt Nws SB & DD Co. When 1906

Boilers, when made (Main) 1906 (Donkey) 1906

Owners Associated Oil Co. Port San Francisco, Voyage Coastwise.

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

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A1</u> <u>3,10</u>		<u>L.M.C 11,06</u>

Carrying petroleum in bulk
Fitted for liquid fuel 11,06

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and written 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 summarized 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 25) £ : :
Special Damage or Repair Fee (if any) (per Section 25.) £ 5 : - :
Travelling Expenses (if chargeable) £ : :
Fees applied for
Jul 30 19 10
Received by me,
Aug 10 19 10

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

Committee's Minute _____

FRI. 2 SEP 1910

Assigned _____

as now



Lloyd's Register Foundation

W1351 - 0146

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

Main boilers retuled.

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



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

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