

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

(Received at London Office)

Writing Report 19 When handed in at Local Office 17/5/19 Port of NEW YORK  
Survey held at Brooklyn, N.Y. Date, First Survey 3 Oct/18 Last Survey 20 Feb 1919  
on the Machinery of the Wood, Iron or Steel S.S. FREDERIC R. KELLOGG Master (No. of Visits 123)

Gross 7127 Net 4419 Vessel built at Oakland, Cal. By whom Moore + Scott Iron Works When 1917-8  
Engines made at Chester, Pa. By whom Sun Shipbuilding Co. When 1918  
Main Boilers 3 Boilers, when made (Main) 1918 (Donkey) 1919  
Donkey Boilers 1 Owners Pan American Petroleum + Transp. Port Los Angeles, Cal. Voyage  
Pressure 190 lbs If Surveyed Afloat or in Dry Dock Both  
Main Boilers 190 lbs (State name of Dock.) Robins D.D. + Repair Co.

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.	Year Assigned How Applied.	Machinery and Boiler Surveys (including date of N.B., if any).
+190A1-12,17 Steam Turbine		+LMC-8,17 WFB
Carrying petroleum in bulk Fitted for oil fuel 8,17, F.P. above 150°		

Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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 offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? New Boiler fitted  
" Donkey " " " " New Donkey Boiler fitted

Where not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 190 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 120 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

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

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

Has shaft now been changed? No. If so, state reasons

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

What distance between lignum vitae of stern bush and top of after bearing of screw shaft? Rewooded

Where survey is not complete state what arrangements have been made for its completion and what remains to be done? COMPLETE

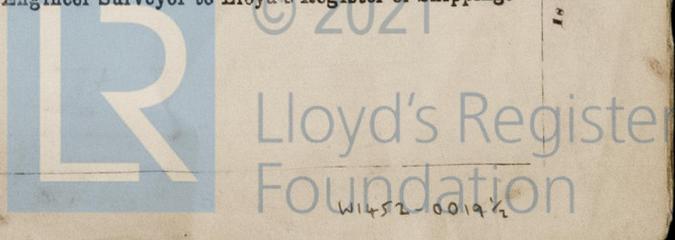
DAMAGE stated to have been sustained through the vessel being torpedoed on 13 August 1918, on a voyage from Tampico to Boston. Damage to Propeller, stern tube bush, all sea cocks + valves + fastenings screw shaft + thrust shaft examined + found or now placed in satisfactory condition.

DAMAGE REPAIRS New Thrust shaft fitted. Marked [LLOYD'S 4479 N 55]. New spare shaft placed on board marked [LLOYD'S 4479 N 55]. New stern bush fitted. All auxiliaries, pumps + connections overhauled + placed in good order. Reciprocating Engine, Main Boiler, + Donkey Boiler have now been fitted on board for particulars of which please see attached reports. Main + Donkey Boilers listed to 1 1/2 tons pressure + listed with satisfactory results. Main + Donkey Boiler (OVER)

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in our opinion to remain as classed with fresh end of survey + LMC 2-19. TS 2-19. N.E. + B 2-19 + NDB 2-19

Fees (per Section 88) \$240.00  
Damage or Repair Fee (if any) (per Section 88) \$10.00  
Attendance Fee 1/1/19  
Fees applied for 17 May 1919  
Received by me, John Robson + W Morrison 19  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAY 20 1919  
Signed + LMC 2.19 + N.E. + B. 2.19 + NDB 19-120#



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

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

— S.S. "FREDERIC T. KELLOGG" —

Safety valves adjusted under steam to the above pressure. Engine & boiler tried under full steaming conditions with satisfactory results.

All fuel arrangement overhauled & placed in good working order. Systems overhauled, repaired & wiring put overhauled, out. & minor repairs.

*GR*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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