

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

(Received at London Office 11 NOV 1933)

of writing Report Oct 30, 1933 When handed in at Local Office Oct 30, 1933 Port of New York
 in Survey held at New York Date, First Survey Aug 10th Last Survey Oct 13, 1933
 on the Machinery of the Wood, Iron or Steel S/S "AMERICAN ORIOLE" & "EASTERN GLEN"
 Gross 5086 Vessel built at Yokohama By whom Nishida S.B. Eng Co. When 1920
 Net 3181 Engines made at Tokio By whom Shikawajima S.B. Eng Co. When 1920
 Main Boilers 3 Boilers, when made (Main) 1920 (Donkey)
 Owners S/S Grole Inc Owners' Address As recorded
 Managers American Foreign Steamship Corp Port New York Voyage
 If Surveyed Afloat or in Dry Dock Both (State name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port
 Particulars of Examination and Repairs (if any) L.M.C. & S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 as 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has examined his services for this purpose, and why they were declined.

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? Yes

" Donkey " " "

Was not done, state for what reasons?

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

At 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?

Latest date of internal examination of each boiler

August 11th 1933

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

Yes

, and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

Yes

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

Yes

, and of the Donkey Boiler?

Is a new 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?

Shaft now been changed? Yes If so, state reasons Old shaft fractured

Is a new 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?

Date of examination of Screw Shaft Aug 11th 1933

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 16

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Work done: - Vessel placed on dry dock, tail shaft drawn & examined, found fractured, all shaft (incl. CL) fitted. Sea connections opened up & examined, fastenings good. Cylinders, pistons, valves and coverings, crank, thrust & tunnel shafting, air, fuel, circulating & fuel oil pumps, bilge pumps and pumping arrangements examined. Electric light installation examined & tested.

Boilers examined internally & externally, all mountings found in good order. Safety Valves adjusted under steam to 200 lbs.

Centre boiler partly retubed, furnaces of port boiler slightly distorted, the entire furnace of each boiler has been built up by B.M. where corroded in way of the internal feed pipe, the top of each port boiler have been recently part renewed, the CC tops & sides of Centre & Starboard boilers are somewhat corroded, not pining at present.

Machinery repairs: - Air pump chamber found out & new have been fitted & built.

General Observations, Opinion, and Recommendation: -

PTO

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 L.M.C. 9,11, 149 lb., F.D., &c.)

The machinery of this vessel is eligible, in our opinion, to be declared with a record of L.M.C. 10.33 and notation of Tail shaft (incl. CL) 10.33. & record of test for oil fuel 10.33 F.P. above 180°F.

Fee (per Section 29) \$210⁰⁰

Damage or Repair Fee (if any) £

Working expenses (if chargeable) £

Fees applied for

NOV 4 - 1933

Received by me

8.5.19

Committee's Minute

NEW YORK NOV 1 - 1933

Signed + L.M.C. 10.33 T.S.N. 10.33

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W150-0141

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

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

Main engine crank shaft lifted, bottom half of bearings removed,
HP Valve chambered and out & Ind Valve fitted. Soundings, air, Ballast
and H₂O pipes removed when necessary.

The Ind tail shaft was tested & examined by the American Bureau
and it is recommended that the shaft be accepted.

Mark.

A/B
430
7-18-27

Fuel oil system installed as per attached blue prints. The
workmanship & materials are good, all piping tested out to
rule requirements ~~found~~ satisfactory.

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.



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