

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 New York 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 Nehider S.B. Eng Co. When 1920
 Net 3181 Engines made at Tokio By whom Ishikawajima S.B. Eng Co. When 1920
 Main Boilers 3 Boilers, when made (Main) 1920 (Donkey)
 Donkey Boilers 200 lbs Owners S/S Oriole Inc Owners' Address As recorded
 Managers American Foreign Steamship Corp Port New York Voyage
 If Surveyed Afloat or in Dry Dock Both 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 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 rendered his services for this purpose, and why they were declined.

Has a special damage report been 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? Yes

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 examined? ✓

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

What was the latest date of internal examination of each boiler? August 11th 1933

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? Yes and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? ✓

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

Has 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? ✓

Has an old shaft now been changed? Yes If so, state reasons Old shaft fractured

Has an old shaft now been fitted 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? ✓

State the date of examination of Screw Shaft Aug 11th 1933 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 1 1/2"

If the 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, new shaft (Std 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, frames of port boiler slightly distorted, the entire frame of each boiler has been built up by B.M. where corroded in way of the internal feed pipe, the top of CC of port boiler have been recently part renewed, the CC tops & sides of Centre & Starboard boilers are somewhat corroded, not serious at present.

Machinery repairs: - Air pump chamber found out & new cover fitted & bolted.

General Observations, Opinion, and Recommendation: - PTO.

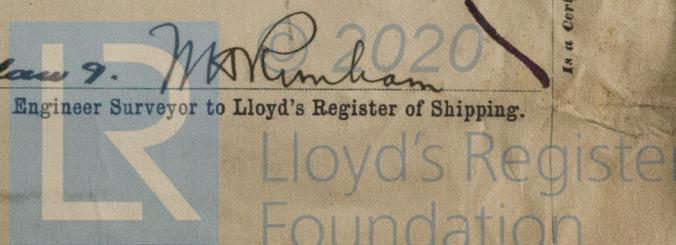
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, 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 clean record of L.M.C. 10.33 and notation of Tail shaft Std (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) £ : :
 Printing expenses (if chargeable) £ : :

Fees applied for NOV 4 - 1933
 Received by me S. S. 19

W. R. M. 2020
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK NOV 1 - 1933
 Signed + L.M.C. 10.33 T.S.N. 10.33



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 chamber bored out & 2nd Valve fitted. Soundings, air, Gallant
and pipe pipes removed when necessary.

The 2nd tail shaft was tested & examined by the American Bureau
and it is recommended that the shaft be accepted.

Mark.

AB
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.

