

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

Date of writing Report 31st March 1916 When handed in at Local Office 19 Port of Glasgow
No. in Reg. Book. 179 Survey held at Glasgow Date, First Survey 18/3/16 Last Survey 30/3/16 19
on the Machinery of the Wood, Iron or Steel S.S. S^t LOUIS. Master
Tonnage Gross 58/8 Net 37/2 Vessel built at St. Nazaire By whom Atel Chantiers de la Loire When 1913 7.
Registered Horse Power 446 Engines made at Nantes By whom S^r When 1913
No. of Main Boilers 2 Boilers, when made (Main) 1913 (Donkey)
No. of Donkey Boilers 1 Owners Cie. Gen. Transatlantique Port Havre Voyage New York
Steam Pressure in Main Boilers 178 If Surveyed Afloat or in Dry Dock Going on shore Green St.
in Donkey Boilers

Last Report No. Port
Particulars of Examination and Repairs (if any) Screw shaft
(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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do. Donkey
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? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?
Has shaft now been changed? Yes If so, state reasons corroded on cone & key slack.
Is the shaft now fitted new? Yes Has it a continuous liner? Yes 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? now repaired complete.
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

A new screw shaft now fitted. The propeller corroded in the bore, rebored & the key way cleaned up.
Stern bush & outside fastenings examined & the stern bush rewooded.

General Observations, Opinion, and Recommendation:— This vessel is eligible in my opinion to remain as classed with record of new screw shaft 3/16.

Survey Fee (per Section 25) £ 2 2/0 Fees applied for 6/4/1916
Special Damage or Repair Fee (if any) £ : :
(per Section 25.)
Travelling Expenses (if chargeable) £ 5/0 Received by me, 13/4/16 14/4/16
Committee's Minute GLASGOW - 6 APR. 1916
Assigned As now Note Shaft.



Screw Shaft renewed

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.

NS 3.16

JPS
11.4.16

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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