

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

(Received at London Office)

Date of Writing Report Dec. 13, 19 41. When handed in at Local Office Dec. 13, 19 41. Port of Newport News, Va.,
 No. in Survey held at Newport News, Va. Date, First Survey and Last Survey Dec. 12, 19 41.
 Reg. Book 22522. on the Machinery of the Steel S/S DIXIE ARROW (No. of Visits 1)
 Gross 8046. Vessel built at Camden, N.J. By whom New York S.B. Corp. When 1921 11
 Net 4960. Engines made at Camden, N.J. By whom New York S.B. Corp. When 1921 - 11
 Nominal 625 Boilers, when made (Main) 1921 - 11 (Donkey)
 Horse Power 3 Owners Socony-Vacuum Oil Co., Inc. Owners' Address
 No. of Main Boilers 3 Managers New York. Voyage
 No. of Donkey Boilers 220 If Surveyed Afloat Yes Particulars of Classification (which must be inserted
 Steam Pressure 220 (State name of Dock.) N.Y.S.B. & DD.Co. precisely as in Register Book & Supplements).
 in Main Boilers
 in Donkey Boilers

Last Report No. 7455 Port Bal.

Particulars of Examination and Repairs (if any) Repairs.

(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?

Donkey Boilers under Steam
 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s) Good

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed?

If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16".

Is electric light and/or power fitted? Yes

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

One propeller blade found broken at root of blade and the remaining three blades somewhat bent on the leading edge. A new spare propeller blade has now been fitted and set to the desired pitch. Three remaining blades have been faired up. Shaft down 3/16" full

General Observations, Opinion, and Recommendation:— The machinery of this vessel as far as

(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.E.M.S. 9,11, & L.M.C. 9,11, or & L.M.C. 140 lb., F.D., &c.)

seen, is now in safe working order and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29)

Special Damage or Repair Fee (if any)

(per Section 29.)

Travelling expenses (if chargeable)

£ 30.00

£ 13/12/ 41.

Received by me,

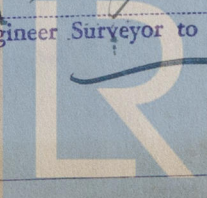
19

Committee's Minute

NEW YORK DEC 30 1941

Assigned Deferred for S.S. 2nd No. 2

Acting Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W164-0228

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

LS no 2 dms 11.41

Noted

Thus

29.5.42

Subject to the
DONKEY BOILER
not being used



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