

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

(Received at London Office

APR -8 1940

Date of writing Report 29th August 1938 When handed in at Local Office 29th August 1938 Port of Jacksonville, Fla.
 in Survey held at Miami & Jacksonville. Date, First Survey 5 June Last Survey 5 August 1938
 Book No. 3997 on the Machinery of the Wood, Iron or Steel U.S. YACHT "MOANA" (No. of Visits 12)
 Gross 1309 Vessel built at Stockholm By whom Sidra Verfiet's Aktief When 1917
 Net 690 Engines made at Stockholm By whom Atlas Co. When 1926
 Main Boilers Boilers, when made (Main) (Donkey) 1917
 Owners W. B. Leeds. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers (Donkey) Port New York Voyage (Donkey) 1917
 If Surveyed Afloat in Dry Dock Musell Stevens S.S. Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any)
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CHARACTER.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey		
<input type="checkbox"/> for Periodical Surveys.		

Class Contemplated

Medical Surveys, when held, must be reported in detail and serially 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey " " " " *Yes.*

Was not done, state for what reasons? *S.S. 2nd ps. 3 survey.*

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?

Latest date of internal examination of each boiler *5 June* Present condition of funnel(s) *Good - new.*

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? *Yes.* To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? *Yes.*

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? *Yes.*

Are shafts now being drawn and examined? *Yes.* 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? *Yes.*

Are shafts 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?

Date of examination of Screw Shaft *3 August*. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *1/8"*

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? *Yes.*

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? *Yes.*

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *Yes.*

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

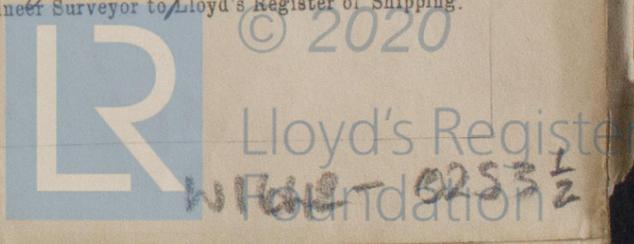
Main engines + auxiliaries examined throughout: All cylinders, pistons, valves + valve gears, connecting rods + their lift bottom end brasses, crossheads, guides, pumps, clutches, reversing gears, crank, thrust + intermediate shafts, propellers, shafts, sea connections + their fastenings examined + found + put in good condition: Compressors opened + cylinders + valves etc examined + found in good condition: Air receivers examined internally, tested to twice working pressure + found in good condition: Fuel storage + daily service tanks examined + tested by head of water to the low pipes; connections + fittings of tanks examined and found in good condition: Valves, cocks, strainers of pumping arrangement examined and found in good condition: Machinery out under working conditions and found in satisfactory condition: Donkey Boilers examined internally + externally together with all valves, manhole doors and their fastenings, drain plugs and all mountings + steam pipes examined + found in good condition:

General Observations, Opinion, and Recommendation:— *The machinery of this vessel is in good condition, eligible, in my opinion to be classed C (with date)*

Fee (per Section 29)	£	:	✓	Fees applied for
Damage or Repair Fee (if any) (per Section 29.)	£	:	✓	19
Expenses (if chargeable)	£	:	✓	19

Hugh Byler.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **NEW YORK MAR 20 1940**
 Transmitted to London



cleaned found in good condition gear, tighting shaft shell
 THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.
 If Stockists, state Mechanical Tests
 when tested and dependent.
 when tested and dependent.

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

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

Y.T. "MOANA"

Safety valves adjusted under steam to 120 lbs.

Boiler subjected to hydrostatic pressure of 180 lbs.

Electrical equipment examined + tested under working condition + found in good condition. The fittings on switchboards also examined + found in good condition. Cables examined + found in good condition. The test made on generators, cables, heaters fittings etc was not less than 100,000 Ohms. All prime movers opened up, examined + found in good condition.