

No. 18452

# Port of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 21 JAN 1928)

Shipping Report 5 Jan 1928 When handed in at Local Office 5 Jan 1928 Port of New York

Survey held at New York Date, First Survey 15 July Last Survey 29 Dec 1927

on the Machinery of the ~~Wood, Iron or Steel~~ <sup>Iron</sup> ~~Wm~~ J. A. MOFFETT JR. (No. of Vessel 36)

Gross 6527 9563 Vessel built at Kearny N.J. By whom Federal S. B. Co. When 1921-8

Net 40125 Engines made at Hamilton, O. By whom Hovren, Owens & Rentschler When 1927

Boilers, when made (Main) (Donkey) 1927

Owners Standard Shipping Co. Owners' Address (if not already recorded in Appendix to Register Book)

Managers Port New York Voyage

If Surveyed Afloat or in Dry Dock Fielgen & Lang Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report No. 2500 Port

Particulars of Examination and Repairs (if any) + LMC

At Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the 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 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? No

" Donkey " " " No.

Is not done, state for what reasons? Vessel converted to Diesel. Main Boilers removed. Donkey Boilers renewed

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?

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? 250 lbs

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

, and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

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?

Screw shaft now been changed? Yes If so, state reasons

Tail shafts renewed with larger size.

Screw shaft now fitted been previously used? New

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?

No

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Close

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

Complete.

done Vessel placed on dry dock. Sea cocks retained, examined & found or made good, new sea cocks fitted where required for conversion to Diesel engines.

Propellers, stern tubes & stern bushes & tail shafts renewed. Engine seatings renewed. New Main & Auxiliary Diesel engines as per Cleveland report 391 have now been fitted & satisfactorily tried at full power. 2 H.T. Donkey Boilers fitted.

Pumps & pumping arrangements renewed to meet new conditions

Donkey Boiler safety valves adjusted under steam.

For particulars, please see First Entry Reports herewith

General Observations, Opinion, and Recommendation:—

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

The machinery of this vessel is now in good & safe working condition & eligible, in our opinion, to receive the notations + NE 12.27, + LMC 12.27, & 2 H.T. Engines, & Tail Shafts N 12.27, & 2 W.T.D.B. 27-250 LBS, in the Register Book

Survey Fee (per Section 28).....

Changed on

Fees applied for

Special Damage or Repair Fee (if any).....

1st entry

Received by me,

Traveling Expenses (if chargeable).....

Repair

19

James Short & John S. Heck  
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute

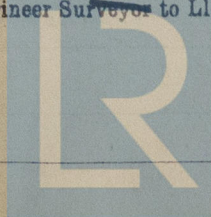
NEW YORK JAN 11 1928

Assigned + N.E. 12.27 + LMC 12.27 T.S.N. 12.27

2 W.T.D.B. 27

Made in England

CERTIFICATE WRITTEN 6.2.28



Lloyd's Register  
Foundation  
181-0135