

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

(Received at London Office 21 JAN 1928)

Reporting 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 NY J. A. MOFFETT JR. (No. of Plates 36)  
 Gross 6827 9563  
 Net 40125 7/8 Vessel built at Kearny N.J. By whom Federal S. B. Co. When 1921-8  
1053 Engines made at Hamilton, O. By whom Hooven, Owens & Rentschler When 1927  
 Boilers, when made (Main)  (Donkey) 1927  
 Owners Standard Shipping Co Owners' Address \_\_\_\_\_  
 Managers \_\_\_\_\_ Port New York Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Fitzg + Lang Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 (State name of Dock.) Robins Dry Dock

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) +LMC

Particulars of Examination and Repairs (if any) +LMC  
 Repairs, 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 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.

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned for new surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1 - Shelter dk with fld. 4-25</u>		<u>+LMC 8-21</u>
<u>bar. ret. in talk</u>		<u>CL 9-26</u>
		<u>P 2-27</u>
<u>att. for oil fuel 8-21</u>		<u>F P above 100 lb</u>

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

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

Which 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? \_\_\_\_\_

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? 250 lbs

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 the 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 the shaft now been changed? yes If so, state reasons Tail shafts renewed with larger size.  
 Has the 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

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? close  
 If the 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, <sup>were</sup> 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.

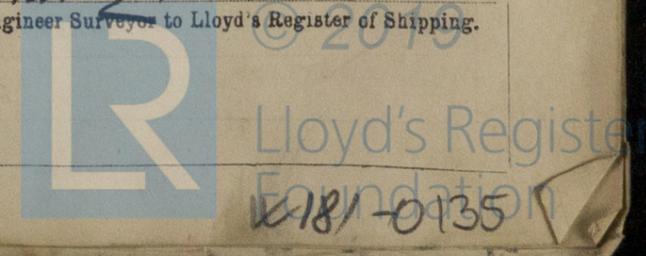
### General Observations, Opinion, and Recommendation:—

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 L.M.C. 9, 11, 140 lb., F.D., &c.)  
 The machinery of this vessel is now in good & safe working condition & eligible, in my opinion, to receive the notations +NE 12.27, +LMC 12.27, + Diesel Engines, & Tail Shafts N 12.27, + 2 WTDB 27 - 250 LBS, in the Register Book

Survey Fee (per Section 25)..... Changed on Fees applied for \_\_\_\_\_  
 Special Damage or Repair Fee (if any)..... 1st entry \_\_\_\_\_  
 (per Section 25.)..... Repair Received by me, \_\_\_\_\_  
 Surveying Expenses (if chargeable)..... \_\_\_\_\_

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

Committee's Minute \_\_\_\_\_  
 Assigned +N.E. 12.27 + LMC 12.27 T.S.N. 12.27  
2 W.T.D.B. = 27



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