

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

(Received at London Office. 23 FEB 1944)

Date of writing Report. 27th Jan., 19 44 When handed in at Local Office. 27th Jan., 19 44 Port of Galveston, Texas  
 No. in Survey held at Galveston, Texas Date, First Survey. 7th Dec. '43 Last Survey. 17th Jan., 19 44  
 Book 10788 on the Machinery of the ~~Wood~~ Steel S/S "OSMOND" (No. of Visits 23)

Management { Gross 6820 Vessel built at Newcastle By whom Palmers' Co. Id. When 1903 8  
 Net 4915 Engines made at Newcastle By whom Palmers' Co. Id. When 1903  
 Nominal Power 530 Boilers, when made (Main). 1916 (Donkey).  
 of Main Boilers 3 Owners U. S. War Shipping Administration Owners' Address  
 of Donkey Boilers - tion (if not already recorded in Appendix to Register Book.)  
 um Pressure 180 lb. Managers. Port Panama Voyage  
 Main Boilers - If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
 Donkey Boilers - (State name of Dock.) Todd Galveston Dry Docks, Inc. precisely as in Register Book & Supplements).

First Report No. Port Docking, B.S. & Repairs

Particulars of Examination and Repairs (if any) 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.

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

as 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? Yes

" " Donkey " " " -  
 this was not done, state for what reasons? -

and what parts of the Boilers could not be thus thoroughly examined?  
 so 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? Hydrostatic pressure of 270 lbs. per sq. in.

the latest date of internal examination of each boiler Port 22/12/43, Starb. 29/12/43, Present condition of funnel(s) Good  
Centre 1/1/44

did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180

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? Yes, and of the Donkey Boilers? -

did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? -

did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

as screw shaft now been drawn and examined? No 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? -

as shaft now been changed? - If so, state reasons. - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

as 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? -

date 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. 1/8"  
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -  
 as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

Low Done Vessel placed in dry dock, examined propeller, sea connections and outside fastenings and found in good order.

Examined Port, Centre and Starboard boilers internally and externally with all mountings, doors and fastenings. All parts found or now placed in good order.

Boilers tested to working pressure x 1.5 hydrostatic pressure and found sound and tight.

All safety valves adjusted under steam to 180 lbs. per sq. inch.

All fuel burning arrangements examined generally and under working condition.

Repairs Port Boiler - Renewed 40 defective stay bolts in combustion chambers. Scattered pitting on the water side of the two lower furnaces were electric welded.

Centre Boiler - Renewed 20 defective stay bolts in combustion chambers. Scattered (See Contn.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel  
 (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.)

CS 3,34,  
is in good condition and eligible in our opinion to remain as now classed in the Register Book with

fresh record of B. S. 1,44.

Survey Fee (per Section 29) B.S. £ \$45.00 Fees applied for  
 Special Damage or Repair Fee (if any) Boiler & Machy. Rprs. £ 100.00 22/1/ 19 44  
 (per Section 29.)  
 Travelling expenses (if chargeable) £ : 3.00 Received by me, 19

Committee's Minute NEW YORK FEB 2 1944

Assigned As usual  
B. S. 1, 44.

James Finlay  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation  
 W305-0192

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



S/S "OSMOND"Repairs - Centre Boiler (Contd.)

pitting on the water side of the two lower furnaces were electric welded.

Starboard Boiler - Renewed 40 defective stay bolts in combustion chambers.

Scattered pitting on water side of the two lower furnaces were electric welded.

Veel out and electric welded 2 vertical fractures from the lower stay bolt on back plate of boiler (bottom fracture 11" long, top fracture 15" long). Doubler 38" x 36" x 7/8 fitted over fracture on the outside of the back plate. 6 combustion chamber stay bolts in way of doubler removed and new stay bolts fitted to extend through doubler with nuts on both sides.

All mountings overhauled and placed in good order.

In overhauling the safety valve of port boiler, the flange connecting safety valve to boiler was broken and a new 3 1/2" Ashton valve fitted, tested to working pressure x 2.

The markings on valve and certificate were:-

Style D1.11.

Size 3 1/2"

Inlet Dia. 5"

No. 7 C. 332

Set 220

Lloyd's Test 360 lbs.

Blow Down 8 lbs.

16-12-43 J.F.

Discharge 329,000

Safe Working Pressure 250 lbs.

Main Engine H.P. cylinder opened up and new piston rings fitted. H.P. valve opened up, new top liner fitted, valve machined and fitted to suit new liner.

L.P. cylinder piston rod and valve rod packing glands opened up, machined and new packing fitted.

Main Throttle Valve opened up, examined and minor repairs and adjustments made.

Air and Circulating Pump opened up and 63 new Kinghorn valves fitted.

Main Condenser opened up, cleaned and tested, new cover fitted and tested.

Bilge pump, sanitary pump, ballast pump, auxiliary feed pump and fire pump opened up and minor repairs and adjustments made, tested out and found satisfactory.

General service duplex pump 8" x 6" x 10" (new) installed complete, tested out and found satisfactory.

Note - Old general service pump used as a bilge pump. (Spare)

*FK*  
*SL*

*Noted*  
*John*  
*2.3.44*



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