

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

(Received at London Office)

6 JAN 1942

Date of writing Report 19 1941 When handed in at Local Office 19 1941 Port of LOS ANGELES, CALIFORNIA

No. in Survey held at LOS ANGELES HARBOR, CALIF. Date, First Survey Oct. 7, Last Survey Oct. 12, 1941
(No. of Visits four)

2216 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "GUATEMALA"

Age { Gross 5867552 Vessel built at Portsmouth, N. H. By whom Atlantic Corp. When 1920
Net 3741396 Engines made at " " By whom " " When 1920

Original Horse Power { 603 Boilers, when made (Main) 1920 (Donkey) ----
of Main Boilers 3WT Owners Panamanian Freighters Owners' Address Port Panama Voyage ----

of Donkey Boilers ---- Managers (Wallem & Co.) If Surveyed Afloat or in Dry Dock Both-L.A. Shipbuilding & Drydock Corp.
Main Boilers 215# (State name of Dock.)

Donkey Boilers ---- Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. ----- Port -----

Particulars of Examination and Repairs (if any) Docking & B. S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 details 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.

Where 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 ----

Has 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

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? ----

If this was not done, state for what reasons? ----

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? ----

What is the latest date of internal examination of each boiler? October 8, 1941

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lbs.

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? ----, and of the Donkey Boiler? ----

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

Has the 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? ----

Has the shaft now been changed? ---- If so, state reasons ----

Has the shaft now been 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? ----

What is the 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 5/32"

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

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

WORK DONE:- The vessel placed on drydock, the fastenings of the propeller, stern tube and sea connections examined and found in order.

REPAIRS:- The three water tube boilers examined throughout with doors, safety valves and mountings. Seven tubes were renewed in the center boiler. These boilers were tested to a water pressure of 300 lbs. per square inch. The safety valves were adjusted under steam to blow at 215 lbs. per square inch. Steam pipes and fittings examined and found in order.

The main condenser was fitted with new tube plates, division plate and all new tubes. It was tested and found to be tight.

General Observations, Opinion, and Recommendation:-

The Machinery of this vessel so far as seen (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, E.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The vessel is now in efficient condition, eligible in my opinion to be continued as classed and to have record

Classed as B. S. 10,41.

Survey Fee (per Section 29) \$45.00

Special Damage or Repair Fee (if any) (per Section 29) -----

Travelling expenses (if chargeable) \$ 2.00

Sun. Fee \$10.00

Committee's Minute NEW YORK NOV 5 1941

Assigned as now

B. S. 10, 41.

Fees applied for Oct. 11, 41
Received by me, 19

Acting James A. Anderson Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 42-0014

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

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

Moat.

L. Y.
16/1/42.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

The class is subject to the
main circulating discharge
value being repaired

BR

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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