

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

(Received at London Office OCT 22 1937)

Date of writing Report Oct 11 37 When handed in at Local Office Oct 11 37 Port of New York
 No. in Reg. Book 19794 Survey held at New York Date, First Survey Sept 28th Last Survey Oct 2nd 1937
 on the Machinery of the Wood, Iron or Steel of "ALADDIN" (No. of Visits 4)
 Tonnage { Gross 6882 Vessel built at Spanns Point Ind. By whom Pittsburgh S.S. Corp. Ltd When 1921 3
 { Net 4220 Engines made at " " " By whom " " " When 1921
 Nominal Horse Power 598 Boilers when made (Main) 1921 (Donkey) -
 No. of Main Boilers 3 Owners Sacony Petroleum Oil Co. Inc. Owners' Address As usual
 No. of Donkey Boilers - Managers 9 (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 220 lb. Port New York Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Mass. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) BS & Fastenings

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.

In 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.

Was 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 personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

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

And what parts of the Boilers could not be thus thoroughly examined? _____

Also 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? _____

State latest date of internal examination of each boiler 29/9/37 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? Yes If so, state reasons _____

Has the shaft now fitted been previously used? Yes 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? Yes

State 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 electric light and/or power fitted? Yes

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

Now done: Screw shaft on dry dock. Fastenings of propellers, outer end of stern bush & sea connection found good. Boilers examined internally & externally & found in good condition, all found or now placed in good order. Steam pipes examined & found good. Safety valves adjusted under steam to 220 lb. According to the US Certificate on board, the main & aux steam pipes were tested to 330 lb hydrostatic pressure at Galveston on May 9th 1927.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible, in my opinion, to remain as now classed with fuel class of BS 9.37

Survey Fee (per Section 29) \$ 45⁰⁰ Fees applied for OCT 15 1937
 Special Damage or Repair Fee (if any) £ _____
 Travelling expenses (if chargeable) £ _____
 Received by me, _____

Committee's Minute NEW YORK OCT 13 1937
 Assigned As now subject B.S. 10-37

CHARACTER. (for Special Survey Date of last Survey and of Periodical Surveys.)	Year assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>110021</u>	<u>11.36</u>	<u>L.M.C. 12.33</u>
<u>SSNYK N° 3-12.33</u>		<u>BS 3.36</u>
		<u>CLN 3.36</u>
<u>Sacony Petroleum</u>		<u>Fitted final fuel</u>
<u>Inc.</u>		<u>F.P. above 150° F.</u>

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 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W492-0169

Subject to the
DOCKLEY BOILER
not being used as a

DM
14/11/37

ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΠΑΙΔΕΙΑΣ ΚΑΙ ΘΡΗΣΚΕΥΜΑΤΩΝ
ΓΕΝΙΚΗ ΔΙΕΥΘΥΝΣΗ ΣΧΟΛΙΚΗΣ ΔΙΟΙΚΗΣΗΣ
ΔΙΕΥΘΥΝΣΗ ΔΕΥΤΕΡΗΣ ΕΚΠΑΙΔΕΥΣΗΣ
ΛΕΥΚΩΣΙΑ



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