

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

(Received at London Office

13 SEP 1926

Date of writing Report 2nd Sept 1926 When handed in at Local Office 2 Sept 1926 Port of New York  
 No. in Reg. Book 70526 Survey held at New York Date, First Survey 25/9/25 Last Survey 27 Aug 1926  
on the Machinery of the Wood, Iron or Steel of MUNORLEANS ex General G. W. Goethals  
 Tonnage { Gross 4418 Vessel built at Vegesack By whom Bremer Vulkan When 1911  
 { Net 2607 Engines made at d<sup>2</sup> By whom d<sup>2</sup> When 1911  
 Nominal Horse Power 604 Boilers, when made (Main) 1911 (Donkey) ✓  
 No. of Main Boilers 3 Owners Munson S. S. Line Owners' Address Cuba  
 No. of Donkey Boilers ✓ Managers Port New York Voyage  
 Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat or in Dry Dock Morse Dry Dock  
 in Donkey Boilers ✓ (State name of Dock.) Crane's " "

Last Report No. PortParticulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and seriatim 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? YesDo. " Donkey " " " " ✓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? ✓Did the Surveyor examine the Safety Valves of the Main Boiler? YesTo what pressure were they afterwards adjusted under steam? 200 lbsDid 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 Boiler? ✓Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boiler? ✓Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓Has screw shaft now been drawn and examined? yesIs it fitted with continuous liner? yesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? noHas shaft now been changed? no If so, state reasons ✓Has 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? ✓What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Cylinders, piston & slide

values to be examined. Condenser to be examined & tested. Superintendent stated this would be done from time to time at first opportunity.

How done Vessel placed on dry dock. Tail shaft drawn (C.L.), examined found good & refitted, shaft key renewed. Propeller, stern bush, sea cocks & their fastenings examined & found good.

Crank shaft, thrust shaft & tunnel shafting examined & found or made good. Crank shaft lifted & main bearings remounted.

Pumps &amp; pumping arrangements examined &amp; found good.

Boilers &amp; mountings examined externally &amp; internally &amp; found good.

Safety valves afterwards adjusted under steam to 200 lbs at Chief engineer's request.

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, B.&M.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 our opinion, to receive the notation LMC 8.26 and SHAFT SEEN 9.25 when the survey is completed

By Fee (per Section 28).....  
 Damage or Repair Fee (if any).....  
 (per Section 28.)  
 Sailing Expenses (if chargeable).....  
 Included in Classification Fee.  
 Fees applied for  
 Received by me,  
 NEW YORK SEP 8 - 1926

Committee's Minute

Signed Transmit to LondonS. complete  
T.S. CL 9.25

Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation

W499-0159