

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

(Received at London Office

-9 MAY 1936

Date of writing Report Apr 28 1936 When handed in at Local Office Apr 28 1936 Port of New York
 No. in Reg. Book 23165 Survey held at New York Date, First Survey April 2nd Last Survey April 21st 1936
 on the Machinery of the Wood, Iron or Steel S.S. COLUMBIA
 Tonnage Gross 24878 Net 18130 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1917
 Engines made at " By whom " When "
 Nominal Horse Power 3250 Boilers, when made (Main) 1917 (Donkey) "
 No. of Main Boilers 10 Owners Douglas & Ramsey Owners' Address 100 N. 5th St., Glasgow
 No. of Donkey Boilers " Managers " (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 215 Port United Kingdom Voyage U.K.
 in Donkey Boilers " If Surveyed Afloat or in Dry Dock River & Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. " Port "Particulars of Examination and Repairs (if any) Conclusion

(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? Yes

" " 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? ✓

State latest date of internal examination of each boiler Nos 2, 3, 4, 6, 7 & 10 April 2nd No 1 & 5 April 18th Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? No 1 Boiler only To what pressure were they afterwards adjusted under steam? 215 lbs per sq. in.

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 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? 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 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? ✓

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? ✓

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 ✓

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

Now done: Nos 1, 2, 3, 4, 5, 6, 7 & 10 boilers examined internally and externally and found in good condition. The valves and mountings of No 1 boiler examined and found in good order. Safety valves of the boilers noted adjusted under steam as stated above. Steam pipes examined so far as seen found good.

Main engines and auxiliaries examined under working conditions & found in good order. Pumping arrangements examined & pumps tried under working conditions & found in good order. Electric generators tried out under working conditions and found in good order. Watertight doors examined & tested and found or placed in good working order. Steering gear examined and tested & found or placed in good working order.

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.&M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

is eligible, in my opinion, to remain as now classed, without port record of survey for the contemplated voyage to the United Kingdom with non-perishable cargo for breaking up.

Survey Fee (per Section 29) ✓ £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29.) ✓ £ : : Received by me, 19
 Travelling expenses (if chargeable) ✓ £ : : 19

Committee's Minute DeferredAssigned Deferred

NEW YORK APR 29 1936

TUE. 7 JUL 1936

Engineer Surveyor to Lloyd's Register of Shipping.

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