

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

(Received at London Office)

23 APR 1935

Date of writing Report 19 When handed in at Local Office 19 Port of Seattle, Washington.

No. in Reg. Book Survey held at Seattle, Washington Date, First Survey Mar 22nd Last Survey Mar 28th, 1935
(No. of Visits 3)

84501 on the Machinery of the ~~Hook Iron or Steel~~ S. S. "SANTA CECILIA"

Tonnage { Gross 4813 Vessel built at Philadelphia By whom W. Cramp & Sons S & E. B. Co When 1913 - 11
Net 2915 Engines made at Philadelphia By whom E. Cramp & Sons S & E. B. Co When 1913

Nominal Horse Power { 611 Boilers, when made (Main) 1913 (Donkey) -

No. of Main Boilers 3SB Owners Nautilus S. S. Corp. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Argonaut Steamship Line Inc Port New York Voyage Coastwise

No. of Donkey Boilers - Steam Pressure in Main Boilers 223 If Surveyed Afloat or in Dry Dock Afloat, Hanford St Doc Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Boiler repairs.

(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 copy attached

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? -" " 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 -Did the Surveyor examine the Safety Valves of the Main Boiler? -To what pressure were they afterwards adjusted under steam? -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? -, 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? -, and of the Donkey Boiler? -Has screw shaft now been drawn and examined? - 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 -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? -If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete

Repairs carried out to the Center Main Boiler. Upon Examination at the starboard low furnace a crow-foot fork at one of the stays between the front head plate and the lower end of the tube sheet was found to be cracked and a similar condition found at one of the stays at the port low furnace. NOW DONE: New crow-foot forks of tested steel fitted and stays replaced in good order. Boiler examined under suitable hydraulic pressure and repairs found good and tight.

S.R. Boiler survey stated to have been completed.

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

The boilers of this vessel so far as seen, are now in good working condition and eligible in my opinion to remain as classed without fresh record in the Register Book

Survey Fee (per Section 29) £ \$30.00

Fees applied for Mar 30 19 35

Special Damage or Repair Fee (if any) £

Received by me,

Travelling expenses (if chargeable) £ 5.00

19

Committee's Minute NEW YORK APR 10 1935

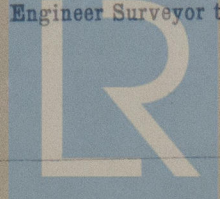
APR 8 JAN 1935

Assigned

As now subject

W. Smith

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

Foundation

W561-0243

Noted

Subject to the
DONKEY BOILER
not being used again.

*Examination of Sea
Commodities to be
noted as part of*

*Item
26.4.35*

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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation