

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

(Received at London Office _____)

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
84501 on the Machinery of the ~~Wood Iron or Steel~~ S. S. "SANTA CECILIA" (No. of Visits 3)

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 _____
No. of Donkey Boilers - Managers Argonaut Steamship Line Inc Port New York Voyage Coastwise
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 - (State name of Dock.) _____

Last Report No. _____ Port _____

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

(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 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? -

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

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, B.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

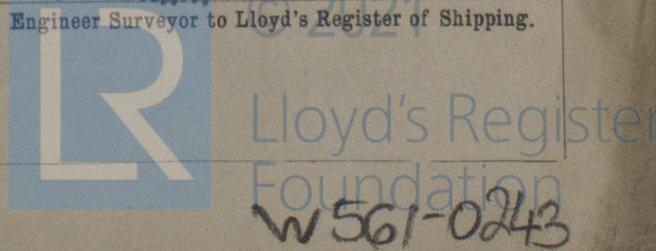
Survey Fee (per Section 29) £ \$30.00
Special Damage or Repair Fee (if any) £ :
Travelling expenses (if chargeable) £ 5.00

Fees applied for Mar 30 19 35
Received by me, 19 _____

W. Smith
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 10 1935 EB. 3 JAN 1935

Assigned As new subject



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

Subject to the DONKEY BOILER not being used.

Noted

Subject to the
DONKEY BOILER
not being used again.

*Examination of Sea
Conduits 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.



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