

26 AUG 1933

Last Report No. _____ Port _____		CHARACTER, For Special Survey. Date of last Survey and of Periodical Surveys.		Machinery and Boiler Surveys (including date of N.B., if any)	
Particulars of Examination and Repairs (if any) <u>LMC + damage</u>		<u>100 A1 Shelter deck</u>		<u>LMC 7.228</u>	
Periodical Surveys, when held, must be reported in detail and serialim 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.		<u>with freeboard 1.33</u>		<u>B.5.3.32</u>	
In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services or this purpose, and why they were declined <u>report attached.</u>		<u>5.5.7.48 No. 2, 29</u>		<u>T.5. (CL) 1.33.</u>	
Was a damage report made by anyone else? If so, by whom? <u>London Salvage Association</u>		<u>Carrying Petroleum</u>			
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? <u>yes</u>		<u>in bulk</u>			
Do. " Donkey " " "		<div style="border: 1px solid black; padding: 5px;"> FITTED FOR OIL FUEL I.P. ABOVE 150° F. </div>		<div style="border: 1px solid black; padding: 5px;"> 4/21 </div>	
If this was not done, state for what reasons? <u>✓</u>		<u>8/8/33</u>			

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? yes To what pressure were they afterwards adjusted under steam? 210 lbs.

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 strew shaft now been drawn and examined? yes 8/8/30 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? ☐

Has 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? ☒

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

Now done:- The vessel placed on dry dock, propeller, sternbuch and fastenings of the sea connections examined and found in good order.

The A.P. M.P. & L.P. cylinders, pistons, valves and faces, guides, rods, crossheads top and bottom end brasses examined and now in good condition.

Crank, thrust and intermediate shafting examined and now in good order.

Air, feed, bilge, ballast and transfer pumps and evaporator opened up, examined and closed up in good condition. Piping in engine room in good condition.

Main and auxiliary condensers cleaned, examined, tested and found tight.

All sea cocks and valves opened up, ground in and closed up in good order.

Electric installation examined and found in good order.

Now done for damage by grounding:- The tail shaft draw, examined, found in good condition, the lower half of the lignum vitae bearing renewed and shaft refitted. (CONT'D)

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

Recommended that the machinery and boilers of this vessel be retained as now classed and have notation of F.L.M.C. 8,33 and T.S.C.L. 8,33 in the Register Book.

Survey Fee (per Section 20)..... \$ 115- :
Special Damage or Repair Fee (if any)..... \$ 15- :
(per Section 20.)
Travelling expenses (if chargeable)..... £ :
Committee's Minute
Assigned

NEW YORK AUG 1 6 1933
+ LMC 8.33 T.S. 8.33

Fees applied for
19
116
Received by me,
19

A.G. House
Engineer Surveyor to Lloyd's Register of Shipping.
WED. 4 APR 1934
Lloyd's Register of Shipping
Foundation

W589-0202 Roundall

26 AUG 1933

New York

Continuation of Report No. 3478 dated 15th August '33, on the

S. S. 'SWIFTEAGLE'

The three main boilers examined internally and externally together with their safety valves and all mountings and found in good condition. Boilers examined under steam and safety valves adjusted.

Now done for wear & tear:

The main engine crank shaft lifted, all bearings retapped, H.P. bottom end braces retapped, shaft refitted, machinery tried under steam and found in good working order.

Minor repairs effected.

A.A.

Noted
Y^{rs}
29.8.33