

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

(Received at London Office)

30 NOV 1931

Date of writing Report 10 When handed in at Local Office 19 Port of LOS ANGELES, CALIFORNIA.

No. in Reg. Book: Survey held at LOS ANGELES HARBOR, CALIF. Date. First Survey Oct.17 Last Survey Oct.24 1931

36024 on the Machinery of the (SAN PEDRO) Steel S.S. "TECUMSEH" (No. of Visits 3)

Tonnage } Gross 6828
 Net 4247 Vessel built at Flensburg By whom Flensburger Schiffsb.Ges. When 1908 - 7

Nominal Horse Power } 620 Engines made at " By whom " When 1908

No. of Main Boilers 3SB Boilers, when made (Main) 1908 (Donkey) ---

No. of Donkey Boilers --- Owners Standard Transportation Co.Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 215 Managers Port Hong Kong Voyage Oriental Ports.

in Donkey Boilers --- If Surveyed Afloat or in Dry Dock Afloat - Bethlehem Ship Yard. (State name of Dock.)

Last Report No. 1168 Port L. An

Particulars of Examination and Repairs (if any) B.S.

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

Do. " 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? Previously examined 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? Yes, 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? Previously examined, 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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft ---

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

NOW DONE:- The three main boilers examined throughout together with the manhole doors and all found or now placed in good order. (For mountings and safety valves see Los Angeles Rpt.No.1168).

REPAIRS:- A total of 504 plain tubes and 25 stay tubes were renewed. Four new stay bolts fitted.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel so far as (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, E.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.) is now in efficient condition, eligible in my opinion to be continued as Classed and to have record of B.S. 10-31.

Fee (per Section 28) \$30.00

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) \$ 2.00

Fees applied for Oct.26 19 31

Received by me, 19

Committee's Minute NEW YORK NOV 18 1931

Assigned B.S. 5-31 subject

CHARACTER.	Years assigned (if any) to be carried.	Machinery and Boiler Surveys (including date of N.B., if any)
*100 Al Shltr.Dk. with freeboard		*LMC 3,29 BS 4,30
7,30		TS 5,31cl
ss Rot.No.3-1,21		
ss L.An.No.2-28		
Carrying Petroleum in bulk.		
Fitted for oil fuel 2,09.		
F.P.above 150°F.		

BS partly held. PB not to be used.

RECEIVED

W. J. Alderson
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
FRI. 4 DEC 1931
W594-0115

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

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.

*is submitted that
this vessel is eligible to
be classified.*

subject to the
DONKEY BOILER
not being used again.

How

2.12.31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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