

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

MAY 25 1915

(Received at London Office)

Date of writing Report May 11 1915 When handed in at Local Office May 11 1915 Port of New York

No. in Reg. Book 1763 Survey held at Brooklyn Date, first Survey 19 Apr Last Survey 22 Apr 1915

on the Machinery of the ~~Wood~~ Iron Steel S/S Plunder Master Scapa

Tonnage { Gross 6507 Vessel built at Genoa By whom N. Gero & Co. When 1913 MONTH P
 Net 4020 Engines made at St. Pauli By whom N. Gero & Co. When 1913 MONTH P

Registered Horse Power 396 Boilers, when made (Main) 1913 (Donkey) 1913

No. of Main Boilers 3 Owners Mc. Nab American Petroleum Co. Port Genoa Voyage _____

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Allauki Dock.

Steam Pressure in Main Boilers 227 in Donkey Boilers 120

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.

Years Assigned and expired.

Machinery and Boiler Surveys (including date of N.D., if any)

Last Report No. _____ Port Fitting up for Liquid fuel.

Particulars of Examination and Repairs (if any) Liquid fuel.

Periodical Surveys, when held, must be reported in detail and verbatim 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 summarized at the end of the report. State also the date 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? No

Do. " Donkey No

If this was not done, state for what reasons? Not done for Survey

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? _____ 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 Boiler? _____

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 new been drawn and examined? No Is it fitted with continuous liner? _____ or two liners? _____ or is it without liners? _____

Has shaft new been changed? No If so, state reasons _____

Is the shaft new fitted new? _____ Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

State the distance between lignum vitae 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? Survey complete

On visiting this vessel it was found that she had been equipped for burning liquid fuel, though the system does not appear to have been used. The Dahl type of burner has now been installed and new fuel heaters of the Dahl type fitted. The liquid fuel compartments have now been fitted with heater coils & the condensate drawn from fuel heaters & heater coils is led to an observation tank in the hold and thence to the Condenser or bilge. All wood work in hold has been removed and the water light doors on cross bunker bulkhead removed & plated up. Bunker to starboard tight. Pressure valves on the liquid fuel suction line have been fitted on the bunker side of bulk head and they can be controlled from the deck. All the requirements of Section 49 of the Rules have been complied with.

The second M.P. piston rod has now been removed.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel as far as seen is now in good order. Eligible in my opinion to remain as classed and to have the record of Fitted for oil fuel 8-13 F.P. above 150° F in the Register Book

Survey Fee (per Section 25) \$ 20 00

Special Damage or Repair Fee (if any) (per Section 26.) _____

Travelling Expenses (if chargeable) _____

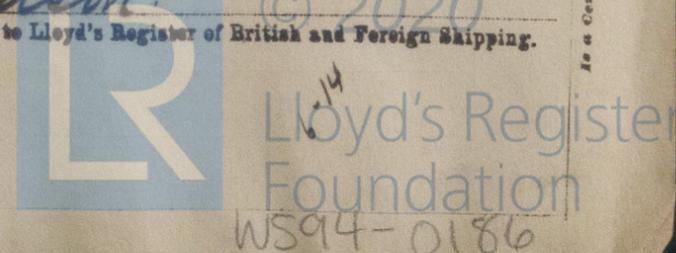
Fees applied for May 14 1915

Received by me, _____

C. Hudson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. MAY 28 1915

Assigned As now Fitted for oil fuel 8-13 above 150° F



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

Installation fitted for burning oil fuel.

It is submitted that this vessel is eligible for THE RECORD.

Fitted for oil fuel A.15.
FP above 150°F

J.A. G.P.R.
27.5.15

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 main body of the document contains dense, handwritten text in cursive script, which is largely illegible due to the angle and fading of the ink. The text appears to be a detailed report or log entry.]

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

