

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

(Received at London Office _____)

MAY 17 1919

Date of writing Report May 29th to 18 When handed in at Local Office _____ is Port of SAN FRANCISCO,

Survey held at San Francisco, Cal. Date, First Survey Apr. 13th, Last Survey May 11th, 1918
(No. of Volls Two.)

on the Machinery of the Wood, Iron or Steel S.S. "CACIQUE" Master Capt. Miller

Gross 6202 Net 4543 Vessel built at Sunderland By whom Short Bros. Ltd. When 1910 2

Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd. When 1910

Boilers, when made (Main) 1910 (Donkey) NDB 1911.

Owners W. R. Grace & Co. Port NEW YORK. Voyage Atlantic Ports.

If Surveyed Afloat or in Dry Dock Both, Hunter's Point. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the names and initials of any letters respecting this case.

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	When Made or Renewed.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A 1		*LMC 8, 14
Shelter dk with		Fitted for oil
freeboard 11, 17		Fuel 9, 11.
SSNYk. 1-14.		F.P. above 150°F.
		T.S. seen 11, 17.

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? _____

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? _____

" Donkey " " " " _____

was not done, state for what reasons? _____

What parts of the Boilers could not be thus thoroughly examined? _____

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? _____

Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 220 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 75 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? _____, and of the Donkey Boiler? _____

Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Surveyor examine all the mountings of the Main Boilers? Yes., and of the Donkey Boiler? Yes.

Tail shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. or two liners? _____ or is it without liners? _____

Tail shaft now fitted new? _____ Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Rewooded.

If survey is not complete state what arrangements have been made for its completion and what remains to be done? _____

WORK DONE: - Propeller and fastenings of sea connections examined and found sound.

Examined tail shaft and found same in sound condition. Stern bush rewooded.

COMPLETION OF B. S. (See Special Reasons List.)

Examined donkey boiler and mountings and found same in sound condition.

Safety valves of main and donkey boilers adjusted under steam as above.

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

The machinery of this vessel is in safe working condition and eligible in my opinion to remain as classed with fresh record of tail shaft seen 5-18 and B.S. and date.

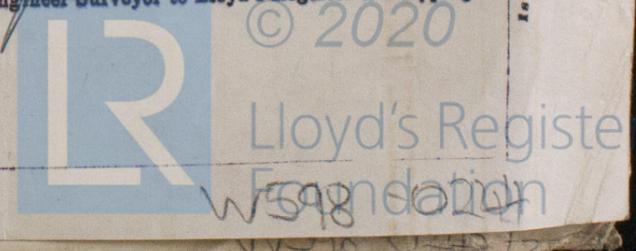
Fee (per Section 25) \$25.00
 Damage or Repair Fee (if any) (per Section 25.) \$: :
 Printing Expenses (if chargeable) \$: :
 Fee applied for June 1 1918
 Received by me, _____ 19

J. Blakett
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____ New York JUN 18 1918 FRI. 21 FEB. 1919

Signed _____ T.S. 5.18.

TUE. 27 JAN. 1920



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

If no certificate required If so, to be sent to

B.S. due 2.16 now completed.

It is submitted that
this vessel is eligible for
THE RECORD. BS 11.17.

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.

S5.18.

Handwritten initials and date:
JWD
27/7/18



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