

WFD. 28 MAY. 1924

No. 2640

pt. 9.

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

(Received at London Office

MON. JUN. 23 1924

Date of writing Report 7th May 24 When handed in at Local Office 14th May 24 Port of New Orleans.

No. in 39007 Survey held at New Orleans. Date, First Survey 9th Jan Last Survey 26th Apr 1924  
(No. of Visits 20)

on the Machinery of the WOODY TRAIL of Steel sc. FAVORITA

tonnage { Gross 1676  
Net 958  
Nominal Horse Power 356  
No. of Main Boilers 3  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 170 lbs  
Key Boilers ☒

Vessel built at Hoboken. By whom Soc. Anon. Jhn. Cockerill When 1906-9  
Engines made at Seraing. By whom Soc. Anon. Jhn. Cockerill When 1906  
Boilers, when made (Main) 1906 (Donkey)  
Owners Vaccaro Brothers & Co. Port Ceiba. Voyage Libra  
Surveyed Afloat or in Dry Dock Jahake Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. T. S. Port T. S.  
Particulars of Examination and Repairs (if any) BOILER SURVEY.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on of damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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 not used? 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? Yes

" Donkey " " " " "

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

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? 170 lbs per sq. in.

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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?

, and of the Donkey Boiler?

shaft now been drawn and examined? Yes 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? Lignum vitae

now been changed? Yes If so, state reasons Lignum vitae

Is now fitted new? Yes Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Lignum vitae

distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Rewooded.

Surveyor is not complete state what arrangements have been made for its completion and what remains to be done? COMPLETE.

Done: Propeller, stern bush, all sea cocks, valves & fastenings of screw shaft examined and found in now placed in satisfactory condition. Repairs: Stern bush rewooded, spare shaft fitted, marked Lloyd's List but number indistinct, new bronze propeller fitted. New liner fitted to old tail shaft and same placed on board as spare.

BOILER SURVEY Main Boilers examined over all parts with mountings, doors and safety valves and found in now placed in safe working condition. On completion of repairs boiler was tested to 250 lbs hydrostatic pressure with satisfactory result. Safety valves adjusted under steam to the above pressure.

(OVER)

General Observations, Opinion, and Recommendation:— The Machinery of the Vessel 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 L.M.C. 9, 11, 140 lb., F.D., &c.)  
As far as seen, is eligible in my opinion to remain as classified with first record of survey B.S. 4-24 and F.S. 4-24.

(per Section 28.) \$60.00  
Survey or Repair Fee (if any) \$2.50  
Expenses (if chargeable) \$2.50

Fees applied for 15th May 1924  
Received by me, John Robson  
19

John Robson  
Engineer Surveyor to Lloyd's Register of Shipping.

is a Certificate required? If so, to be sent to

Committee's Minute New York JUN 10 1924

igned B.S. 4-24  
T.S. 4-24

now T.S.

Lloyd's Register  
W660 012812



Continuation of Report No. 2640 dated 7<sup>th</sup> May 1924 on the

REPAIRS :- Three new furnaces fitted to port main boiler. Two center boxes plain tubes removed. Three furnaces of starboard boiler pumped up floor. A number of curved C.C stays removed and minor repairs. The new length of main steam pipe (Copper) fitted after same had been tested to 500 lb. pressure for 24".

OK

popeller removed  
 It is submitted that  
 this vessel is eligible for  
 THE RECORD. B S 4.24  
 It is submitted that  
 this vessel is eligible to  
 remain as CLASSED, without  
 special restriction  
S 4.24 C.1

It is submitted that  
this vessel is eligible for  
THE RECORD. B. 54.24

It is submitted that  
this vessel is eligible to  
remain as CLASSED, without  
special restriction  
5.4.24 C. 1

1/7/24

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RETA

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