

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 Reg. Book. 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 TRON OF Steel sc. FAVORITA

Tonnage { Gross 1676 Vessel built at Hoboken. By whom Soc. Anon. Jhn. Cockerill When 1906-9
Net 958

Nominal Horse Power 356 Engines made at Seraing. By whom Soc. Anon. Jhn. Cockerill When 1906

No. of Main Boilers 3 Boilers, when made (Main) 1906 (Donkey)

No. of Donkey Boilers 1 Owners Vaccaro Brothers & Co. Port Ceiba. Voyage Libta

Team Pressure in Main Boilers 170 lbs Surveyed Afloat or in Dry Dock Jahrike Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Key Boilers

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 Spar deck with freeboard	12.23.24	*LMC 7-23
SSMS1.No.3-6-20		*NB (f) 15 refitted T.S. 7-23 7-23

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

Special Surveys, when held, must be reported in detail and serialim 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?

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

Were any parts of the Boilers not done, state for what reasons? -

Were any parts of the Boilers could not be thus thoroughly examined? -

Were any 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 170 lbs per sq. in.

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 Boiler? -

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 the screw 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

Has the screw shaft now been changed? Yes If so, state reasons Lignum vitae

Has the screw shaft 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

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

Is the machinery 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 and screw shaft examined and found or now placed in satisfactory condition. REPAIRS Stern bush rewooded, spare shaft fitted, marked Lloyd. But-but number identical, new bronze propeller fitted. New liner fitted to old tail shaft and same placed on board as spare.

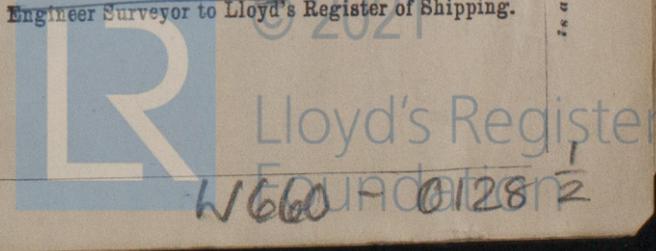
BOILER SURVEY Main Boilers examined over all parts with mountings, doors and safety valves and found or now placed safe working condition. On completion of repairs boiler were tested to 250 lbs hydrostatic pressure with satisfactory result. Safety valves adjusted under steam to the above pressure.

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, (40 lb., F.D., &c.)
As far as seen, is eligible in my opinion to remain as licensed with full record of survey B.S.A-24 and S4-24.

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

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

Committee's Minute New York JUN 10 1924
Signed B.S. 4-24
T.S. 4-24



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

This Certificate required if so, to be sent to

RETAIN

RETAIN



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Foundation