

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

(Received at London Office

MUN. FEB. 5 1923

Report Jan. 17th 1923. When handed in at Local Office Jan. 17th 1923. Port of Newport News, Va.

Survey held at Newport News, Va. Date, First Survey Nov. 27 '22 Last Survey Jan. 11 '23. (No. of Visits 19.

on the Machinery of the Swiftsure Steel S/S "SWIFTSTAR" Master

Vessel built at Portland, Or. By whom Northwest Bridge & Iron Co. When 1921 - 2

Engines made at Hamilton, O. By whom Hoover, Owens, & Rentschler & Co. When 1921-2

Boilers, when made (Main) 1921-2 (Donkey)

Owners Swiftsure Oil Transport Co. Port New York Voyage Tampico.

If Surveyed Afloat or in Dry Dock Yes

(State name of Dock.) Newport News S.B. & D.D. Co.

Port No. Port

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.

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

*100-A-1 7.22 *L.M.C. 2.21

"shelter deck with freeboard"

Carrying Pet. in bulk; Fitted for oil fuel 2.21 F.P. above 1500F.

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

Was a damage report made by anyone else? If so, by whom?

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

Donkey " " "

alone, state for what reasons?

of the Boilers could not be thus thoroughly examined?

means, in the absence of internal examination, were adopted by the

ensure himself of the thorough efficiency of those parts of each Boiler?

examine the Safety Valves of the Main Boiler?

or examine the Safety Valves of Donkey Boiler?

examine all the manholes, doors and their fastenings of the Main Boilers?

examine the drain plugs of the Main Boilers?

examine all the mountings of the Main Boilers?

now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

been changed? If so, state reasons

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

space between lignum vitae of stern bush and top of after bearing of screw shaft?

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

ge stated to have been sustained to the vessel by grounding off Block Island, on October

1922, whilst on a voyage from San Pedro, California to Fall River, Mass. For further

Particulars please see Log Books and copy of damage survey report issued New York, November

1922.

Done:-

Main boilers examined throughout. All heating surfaces cleaned and sealed. All boiler

fastenings examined, overhauled and replaced. Fastenings of the main boilers examined. Boilers

tested by hydraulic pressure to 315 lbs. per sq. inch and found tight and sound. Main and

auxiliary steam piping tested to 630 lbs. per sq. inch. All boiler lagging renewed. All steam

pipes on main boilers and in stokehold recovered as before. Stokehold, air ducts, casings and

spaces cleared of crude oil. Manifold boxes and piping cleaned and the boiler spaces repainted

before.

Observations, Opinion, and Recommendation:- The machinery of this vessel is now in a

very satisfactory condition, and it 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, R.S. 9,11, R.&M.S. 9,11, or R.E.M.C. 9,11,

as applicable, &c.

and efficient condition, eligible in my opinion to remain as classed and to have fresh

date of survey, propeller shaft seen 1.23 in the Register Book.

Section 25)

Repair Fee (if any)

Section 25.)

Responses (if chargeable)

Section 25.)

Section 25.)

Section 25.)

Section 25.)

\$150.00

Fees applied for 1917-1920

Received by me,

19

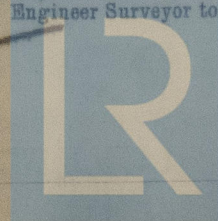
J. H. Pearson

Engineer Surveyor to Lloyd's Register of Shipping.

New York JAN 23 1923

Surveyor's Minute

T.S. - 1.23



Lloyd's Register Foundation

W6770066

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

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

Damage through pounding.
Screw shaft drawn Machinery. boilers
examined shafts realigned & repairs effected to machinery & auxiliaries

It is submitted that
this vessel is eligible to
remain as CLASSED without special
instructions

S. 1.23

[Signature]
14/2/23.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

S/S "SWIFTSTAR"

The main engines with auxiliaries opened out and examined.

cylinders, pistons, slide and piston valves, steam chests and covers opened out and examined. A new piston complete fitted to L.P. engine, in other respects, cylinders, pistons, slide valves and steam chests good.

The H.P. and M.P. piston rods disconnected, sent to Works, trued up and refitted to pistons. The metallic packing for same renewed.

The H.P. & M.P. piston valve spindles trued up in lathe and the metallic packing for same renewed.

The crank shaft lifted; the main bearing remetalled and crank shaft adjusted to same. The thrust shaft opened up and the propeller shaft drawn for examination- condition good. The stern tube re-wooded, and the main engines and shafting placed in true alignment.

The white metal in the H.P. & M.P. crank pin blocks renewed and adjusted to crank pins.

ubes of the main and auxiliary condensers cleaned by air and "rodded".

The condensers tested and proved tight and defective rivets if any renewed.

The condenser doors cleaned and recoated, jointed up as before.

The impeller for main circulating pump faired where bent, bearings and working parts of engine overhauled and adjusted and the pump tested under steam and proved efficient.

Ballast Pump:-

The loose valve seats renewed. Missing valves replaced. The pump generally overhauled, repacked and tested under steam to prove efficiency of same.

Sanitary Pump:-

New inside heads made and fitted, the pump generally overhauled, repacked and put in good working order.

Evaporator Pump:-

New brass buckets with suitable packing made and fitted, the pump generally overhauled, repacked and put in good working order.

Main Feed Pump:-

New woodite-rings fitted to buckets of feed pumps; the pumps overhauled, repacked and put in good working order.

A new transfer pump complete supplied and installed with the necessary fittings as before.

New plungers fitted to the fuel oil transfer pump in forward pump room. The suction and discharge valve seats faced up and new valves fitted. The pump generally overhauled and repacked, tested under steam and proved satisfactory.

The engine room clock cleaned and put in working order; steam and vacuum gauges cleaned and calibrated and the engine room telegraph cleaned and put in good and proper working order.

The main engines, engine room, store-room, gratings, pumps, oil tanks, condensers, bilges, steam and exhaust pipes, fresh water tanks, filter and inspection tanks and engine room equipment cleared of crude oil and the engines, auxiliary pumps, store-room and condensers repainted as before. The lagging on all steam and