

Rpt. 9.

Mackerel 23

WRECK BOX

No. 49 Bottom

No. 22429

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

(Received at London Office)

19-2-23

Date of writing Report Jan 26 1923 When handed in at Local Office Jan 26 1923 Port of New York
 No. in Reg. Book. Survey held at Brooklyn, N.Y. Date, First Survey 23 Jan Last Survey 24 Jan 1923
08954 on the Machinery of the Wood, Iron or Steel S.S. O.A. KNUDSEN Master (No. of Vents 2)
 Tonnage { Gross 3597 Vessel built at Stockton By whom Craig Taylor & Co. Ltd. When 1907 MONTH
 Net 2244 Engines made at Sweden By whom Dickinson & Sons When 1907
 Registered Horse Power 20 Boilers, when made (Main) 1907 (Donkey) 1907
 No. of Main Boilers 2 Owners J.S. A/S. O.A. KNUDSEN Port Augsborg Voyage
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock afloat 4 1/2 S. Per.
 Steam Pressure in Main Boilers 180 (State name of Dock.)
 in Donkey Boilers 100

Last Report No. 2656 Port N.Y.Particulars of Examination and Repairs (if any) BS + D.B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised at the end of the report. State also the dates 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 " " " " yes

If this was not done, state for what reasons? Main Boilers stated to have been surveyed internally.

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? no

To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted under steam? 85 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? no

, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boiler? yes

Did the Surveyor examine all the mountings of the Main Boilers? no

, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

Has shaft now been changed? ☒ If so, state reasons ☒

Is the shaft now 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? ☒

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

Now done - Safety Valves on main boilers adjusted under steam to 180 lbs per sq. inch.

Donkey Boiler mountings, including S. valves opened up & examined.

do do Examined throughout. Lower shell plate found pitted at bottom of boiler. This place found to be 1/2" in ruin of which it is recommended that the pressure allowed be reduced to 85 lbs, and the Safety Valves has now been set under steam to this pressure.

W 49
(Bottom)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible.

(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, B.&H.S. 9.11, or L.M.C. 9.11, 140 lb., F.B., &c.)

In my opinion, to remain as classed, with records of BS with date as previously reported, and D.B.S. 1.23. 85 lbs.

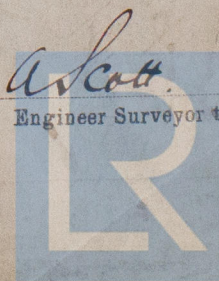
Survey Fee (per Section 28) £ 15.00 Fees applied for
 Special Damage or Repair Fee (if any) £ : FEB 1 - 1923
 (per Section 28.)
 Travelling Expenses (if chargeable) £ : Received by me, 19

Committee's Minute

New York JAN 30 1923

Assigned

80.18/3/23

As now ~~AS NOW~~
BS-12-22

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W678-0204

Has a Survey also been held on Ship? no

If so, is the Report sent now, or when will it be sent? no

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

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

10m. 11. 19. - (Transfer ink.)
 (The Surveyor is requested not to write on or below the space for Committee's Minute.)

Note D.S. proc.

B.T. due ~~12.22~~ 1.23. parts Lick 12.22
completed D.B. pressure reduced

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.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 12.22

Wts 85 lbs

A.

22/2/23.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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