

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

TUE. 20. AUG. 1918

(Received at London Office)

Writing Report July 22nd 1918 When handed in at Local Office July 25th 1918 Port of NEW YORK.

Survey held at Brooklyn N.Y. Date, First Survey May 28th Last Survey July 11th 1918.

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. WAGAMA Master R Rasmussen

Gross 4969. Vessel built at Middleboro By whom Sir Raylton Dixon & Co When 1913 4

Net 2609 Engines made at " By whom Richardson Westgarth. When 1913

Red 390. Boilers, when made (Main) 1913 (Donkey) ✓

Main Boilers 3 Owners C Haaland. Port Christiania Voyage "

Donkey Boilers ✓ ✓ Surveyed Afloat ✓ in Dry Dock Cranie's D.D.

Pressure-Boilers 180 (State name of Dock.)

Key Boilers ✓ Report 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.	Years Assigned, new or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1-1.17</u>		<u>+LMC-4.13</u>
		<u>TS. 5.16.</u>

Particulars of Examination and Repairs (if any)

At Surveys, when held, must be reported in detail and seriatim 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.

Where 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 needed? 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? ✓

If a thorough examination was 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? ✓ , 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. or two liners? ✓ or is it without liners? ✓

Has the screw shaft now been changed? No. If so, state reasons ✓

Has the screw shaft now been fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft? good fit - lower half re-wooded.

Is the screw shaft now complete state what arrangements have been made for its completion and what remains to be done? Complete.

WORK DONE. Vessel placed in dry dock.

Propeller, Stern bearing, Crank, thrust, tunnel & tail shafts,

all cylinders, pistons, valves & faces. Condenser, pumps, sea valves & cocks

with their fastenings to shell plating, examined and found or now

placed in good condition.

All Main Boilers examined over all parts with doors, mountings,

and safety-valves and found or now placed in good condition.

The Safety-valves were adjusted to the above pressure.

Repairs due to wear & tear Air Pump Plunger fitted with liner and discharge valves

renewed. Feed & Bilge Pump valves overhauled and renewed where necessary.

Main Injection Valve Seat renewed. On Starboard Boiler, Main Stop Valve fitted with new valve Seat,

and Stop Valves of P.T.S. Blrs fitted with new Seats, valve of Main Check Valves renewed. P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel

is eligible, in my opinion, to remain as classed and to have

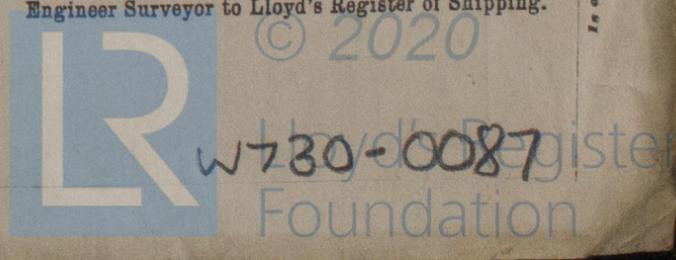
record of Survey T.S. 7.18 and +LMC. 7.18.

(per Section 25)..... \$60
 Damage or Repair Fee (if any).....
 Expenses (if chargeable).....
 Fees applied for
 5 July 1918 } acf
 Received by me,
 6 July 1918 }

Alexander Watt, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York JUL 30 1918

Recorded + dmc 7.18 T.S. 7.18.



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

In a Certificate required If so, to be sent to

(2)

S. S. WAGAMA.

July 22nd 1918.

Machinery cont

Repairs due to wear & tear cont

Auxiliary Feed Check Valves (1 on each boiler) renewed complete.
also the bottom blow-off cock on each boiler.

AWatt

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Ad 101 - due 4. 17 now held
Minor repairs effected.

Scas shaft drawn & examined.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 418

S. 4. 18.

AWA
25/6/18



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