

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

No. 19546

(Received at London Office MON. 3 JAN. 1921)

of writing Report 19 When handed in at Local Office 9/12/20 10 Port of New York

Survey held at Hoboken N.J. Date, First Survey 22 Oct. Last Survey 9 Nov 1920

42 on the Machinery of the ~~Wood, Iron or Steel~~ S. 3 MTS "HEWITT." Master (No. of Visits 9)

Gross 5399 Vessel built at Quincy Mass By whom Fore River S. S. Corp. When 1914-9

Net 3395 Engines made at Quincy Mass By whom Fore River S. S. Corp. When 1914

stered 448 Boilers, when made (Main) 1914 (Donkey) ✓

Power Main Boilers 3 Owners Union Sulphur Co Port New York Voyage

Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both

Pressure Main Boilers 190 (State name of Dock.) W & A Fletcher & Co

Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1. 7-20.		+LMC 2-19.
		T.S. 2-19.
SS N. N. 1-19.		

t Report No. Port

Particulars of Examination and Repairs (if any) Oil Fuel System. T.S. & REPAIRS

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 any alterations in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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?

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

" " Donkey " " " " ✓

was not done, state for what reasons? not opened for survey

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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? ✓

Screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? yes or two liners? ✓ or is it without liners? ✓

Shaft now been changed? ✓ If so, state reasons ✓

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

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? A good fit

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

How Done: Vessel on dry-dock. Propeller, new stern tube fitted and examined tested with after peak pressed up. found satisfactory. Sea-valves and fastenings examined found satisfactory. Tail shaft drawn inboard examined found satisfactory.

Oil fuel system.

Alterations effected on account of changing from coal to oil burning system.

Fuel oil pumps and transfer pump fitted with high and low suction from settling tanks, together with fuel oil heaters, strainers, and necessary piping and fittings to (P.T.O.)

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

is 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, R.S. 9.11, E.&N.S. 9.11, or L.N.C. 9.11, 149 lb., E.D., &c.)

is eligible in my opinion to remain as classed, with fresh record of survey T.S. 12-20, with notation Fitted for oil fuel 11-20. F.P. above 150°F

Survey Fee (per Section 28) \$150.

4/31/11/20 \$30.00

Damage of Repair Fee (if any) (per Section 28.)

elling Expenses (if chargeable)

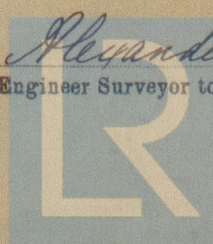
Fees applied for 16/12/20 1920

Received by me, 19

Alexander MacWath
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York DEC 14 1920

Signed Deferred 28 11-20



Lloyd's Register
Foundation

W783-0075 (1/2)

Oil fuel installation fitted.

Scrub shaft, propeller &

sea connections examined.

B.L. due 9.20 to be held
at Boston W.S.A. shortly.

It is submitted that
this vessel is eligible to
remain as CLASSED.

Fitted for oil fuel 11.20.
F.P. above 150°F.

5.11.20

JWA.
18/2/21

boilers, including oil burners, Work carried out to
approved plans. in a workmanlike and satisfactory
manner.

N. Mac Watt

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

REPAIR

REPAIR



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