

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

(Received at London Office)

of writing Report 27th Feb. 1919 When handed in at Local Office NEW YORK 19 Feb. Port of Savannah Ga

in Book Survey held at Charleston & Savannah Date, First Survey 12th Dec. 19 Last Survey 7th Feb. 1919

on the Machinery of the Wood, Iron or Steel Ans. Iron screws 4 mt. dia. "Verdun" Master S. L. Weston

Gross 1859.19 Net 1221.21 Vessel built at Savannah Ga By whom Law Eng. & Construction Co. When 1918. 10.

Engines made at Oakland Cal. By whom Skandia Pac. Oil Eng. Co. When 1918.

Boilers, when made (Main) (Donkey) X 1918

Owners French Government Port Hause Voyage Hause

If Surveyed float & in Dry Dock Charleston Navy Yard & Haies.

CHARACTER.	Year Assigned now required.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>X</u> for Special Survey. Date of last Survey and of Periodical Surveys.		
<u>12 A. 1.</u>		<u>+ L.M.C. - 10.18.</u>
<u>10.18</u>		<u>+ N.D.B. 10.18</u>
<u>oil engines</u>		

Report No. L.M.C. Particulars of Examination and Repairs (if any) L.M.C.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 as being detailed 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 these.

Where the Surveyor has made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Was 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?

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

What parts of the Boilers could not be 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?

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

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 manhole doors and their fastenings of the Main Boilers? , 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? , and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

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

Has the shaft now fitted new? No. Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance between lignus vite of stern bush and top of after bearing of screw shaft? 9/16"

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

Survey held after vessel left dry dock at Charleston Navy Yard Charleston Ga. as starboard engine was running badly and shafting apparently out of line.

On trial of engines found: Port engine running satisfactory for a period of 5 hours continuous. Starboard engine fired up on nos. 2 & 3 main bearings and nos. 1 & 2 bottom end brasses.

Recommended: Starboard engine shafting to be disconnected and properly lined. Bottom end brasses to be taken down and rechecked.

Engines again tried on trial and found to be running smoothly.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good condition eligible in my opinion to be classed as recommended by Surveyor in attendance during construction.

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.&M.S. 9.11, or L.M.C. 9.11, 149 lb., F.D., &c.)

Fee (per Section 28)	Fees applied for
Damage or Repair Fee (if any) (per Section 28.)	19
Printing Expenses (if chargeable)	19
<u>£ 25.00</u>	
<u>£ 39.00</u>	
<u>£ 64.00</u>	

Received by me, Geo. Allan Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAR 4 1919 As now signed

TUE. 2-SEP. 1919
TUE. 7-OCT. 1919
Lloyd's Register Foundation
W796-0028

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

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

Engines adjusted after vessel was
dry docked.

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 to
remain as CLASSED.

JWD.
26/3/19.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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