

(Received at London Office)

WED. - 4 APR. 1917

Date of writing Report 9th March 1917 When handed in at Local Office 13th March 1917 Port of New York
 No. in Reg. Book 55 Survey held at Brooklyn Date, First Survey 24th Feb. Last Survey 2nd March 1917
55 dup on the Machinery of the Wood, Iron or Steel S. S. "Malmanger" Master Jonassen
 Tonnage Gross 5772 Net 5070 Vessel built at Chester Pa. By whom Chester S. P. Co. Ltd. When 1916
 Registered Engines made at Pittsburgh By whom Westinghouse Co. When 1916
 Horse Power Boilers, when made (Main) 1916 (Donkey) 1916
 No. of Main Boilers Owners H. Westfal Jensen Port Bergen Voyage Aronmouth
 No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Atmos. Dry Dock Port 5. Bayonne
 Steam Pressure in Main Boilers (State name of Dock.)
 in Donkey Boilers

Last Report No. Port
 Particulars of Examination and Repairs (if any) Checking & Alterations

(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.)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>+100 A1.</u>		<u>+LMC 2-17</u>
<u>With 2 wing fuel tanks for carrying 2000 lbs. fuel</u>		<u>2-17 F.P. No. 107</u>
<u>Class Rende-montee</u>		<u>Unpaid</u>

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? Go.

Do. " " Donkey "
 If this was not done, state for what reasons? Not opened up for survey.

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? 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 manholes, 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 screw shaft now been drawn and examined? Go. 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? 46"

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

How done:-
Propeller and fastenings of all sea connections examined and found in good condition.

Alterations:-
No 1 cargo tank has now been fitted for carrying oil fuel; Blank flanges fitted on cargo pump connections to this tank. The oil fuel suction pipes are quite distinct and have no connection with the cargo suction pipes.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
(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, R.S. 6, 11, E.&M.S. 9, 11, or L.M.C. 9, 11, 12, 13, F.D., &c.)
as far as seen, is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 55).....	£		Fees applied for
Special Damage or Repair Fee (if any) (per Section 55.).....	£		10
Travelling Expenses (if chargeable).....	£		Received by me,
			10

Committee's Minute New York MAR 22 1917
 Assigned As now

 2020
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W839-0013

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

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.

R.P.
10.24.17.

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