

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

REC'D NEW YORK March 28

(Received at London Office WED 24 APR 1918)

Date of writing Report March 25th 1918 When handed in at Local Office March 26th 1918 Port of Newport News Va

No. in Reg. Book 314 Survey held at Newport News Va Date, First Survey March 20 Last Survey March 28 1918

314 on the Machinery of the Wood, Iron or Steel S.S. "NEW SWEDEN" Master Christine

Tonnage Gross 5319 Vessel built at Stall By whom Varley Co Ltd When 1913-10

Net 534 Engines made at do By whom do When 1913

Boilers when made (Main) 3 (Donkey) 1913 Owners Jusuf Borin Port Sotterburg Voyage ✓

Donkey Boilers 180 Surveyed Afloat or in Dry Dock Coolidge Dam. Va Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 7220 Port Gen

Particulars of Examination and Repairs (if any) Repair

| CHARACTER. | Years Assigned | Machinery and Boiler |
|-------------------------|----------------|----------------------------------|
| Date of Special Survey. | now or exp. | (including date of N.B. if any). |
| <u>10021.7.16</u> | <u>1.18</u> | <u>✓</u> |
| <u>Shelter etc</u> | | |
| <u>W. fld</u> | | |

Local 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 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 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 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? ✓

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

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? ✓ 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 the screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has the screw shaft now been changed? ✓ If so, state reasons ✓

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ✓

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

Survey held at request of the Master on H.T. Cylinder

Problem

Cylinder found 4" dia. larger at top than at bottom -

Bottom & ring about 2 1/2" slack & rings broken -

Repair: - H.T. Cylinder liner re-bored -

Piston fitted with new follower full depth of

valve and three new rings, as directed -

Engines tested under steam on completion of

repairs & found to work well -

General Observations, Opinion, and Recommendation: - The machinery is

in 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. D.11, B.&E.S. D.11, or L.M.C. D.11,

140 lb., F.D., &c.)

is, in my opinion, to remain as classified

without fresh record -

Special Damage or Repair Fee (if any) 10 10

Travelling Expenses (if chargeable) ✓

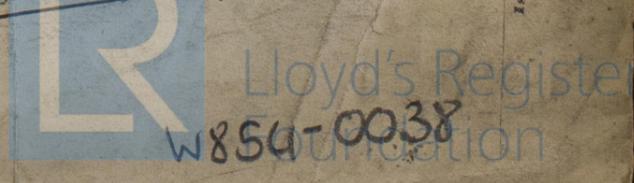
Fees applied for 21.3.18

Received by me, 19

John H. Agassiz
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York APR 2 1918

Assigned Deferred



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

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

S. N. 1 due 10-17.

H.P. Lybide examined, line
reboled & part just on renewed

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**.

AL
26 4 18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation