

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

REC'D NEW YORK

October 2, 1917

(Received at London Office)

MON. OCT. 29 1917

When handed in at Local Office Oct 1 1917

Survey held at Philadelphia

Port of Philadelphia

Date, First Survey Sept 20 1917 Last Survey Oct 1 1917

By whom S.S. Hungerford

Master J.R. Moore

By whom A.K. Lys Weser

When 1913-3

When 1913

Boilers, when made (Main) 1913

By whom (Donkey) 1913

Voyage

Owners Requisitioned by the Govt. Port London

If Surveyed Afloat or on Dry Dock

(State name of Dock.) New Delaware

Gross 5811

Net 3643

Engines made at do

Boilers, when made (Main) 1913

Donkey Boilers 192

Pressure—

Main Boilers 192

Donkey Boilers 121

Report No. Port Fuel Oil

Particulars of Examination and Repairs (if any) Carrying

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1. 5-16		+ L.M.C. 1-16 T.B. 5-16

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?

At parts of the Boilers could not be thus thoroughly examined?

At 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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has it now been changed? If so, state reasons

Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

Completed

the request of the Owners representative examined the alterations and repairs now to enable the vessel carry fuel oil in Nos 1-2-3-5 and 6 double bottom tanks

last pump discharge to deck previously fitted fresh water distilling purposes a valve and Tee piece fitted at extreme end of line on deck with reducing piece 6" Hose connection. Bye pass pipe on Ballast line cut and a Gate Valve fitted for oil filling purposes. Blank flanges fitted on all branch section and discharge on ballast line. Engine Room Tanks blanked off. Sea Tank inlet blanked. Ballast pump overhauled and put in good working order. Distilling pump section coupled up to Tank line with a new angle valve to admit of Ballast being pumped out through distiller during repairs to Ballast pump. A connection with 2" angle valve for oil barge pump fitted to Wench steam pipes

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is in good and efficient condition eligible in my opinion to remain as is without fresh record of survey

(per Section 28) £ 25.00

Age or Repair Fee (if any) 1.00

Expenses (if chargeable)

Fees applied for

Received by me,

19

W. Watters

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Deferred

New York OCT 9 1917

THU. 28. MAR. 1918

Lloyd's Register Foundation

W856-0145



Alterations effected to pumping  
arrangements for carriage of oil fuel

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**.

J.M.

30.10.17.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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