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No. 2793

S. & C., of Engines and Boilers.

(Received at London Office)

Office Jan 13th 1920 Port of Baltimore Md
Date, First Survey Jan 10th Last Survey Jan 12th 1920

Steel S.S. MIELERO Master Simmons
By whom J. H. S. B. Cop When 1917-2
By whom General Electric Co When 1917-2
(Donkey)
Port New York Voyage Montego (Cuba)
float or in Dry Dock
Name of Dock, Curtis Bay C&D Dock Quay

No. 16744 Port

Particulars of Examination and Repairs (if any)

Examination tail shaft
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? Not required

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " "

If this was not done, state for what reasons?
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?
Did the Surveyor examine the Safety Valves of Donkey Boiler?
Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?
Did the Surveyor examine the drain plugs of the Main Boilers?
Did the Surveyor examine all the mountings of the Main Boilers?

To what pressure were they afterwards adjusted under steam?
To what pressure were they afterwards adjusted under steam?

Has screw shaft now been drawn and examined?
Has shaft now been changed?
Is the shaft now fitted new?
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

and of the Donkey Boiler?
and of the Donkey Boiler?
and of the Donkey Boiler?

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

Bottom half of Lash re-wooded
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Now Done - Kessel's Stern lifted by jacking the ground tanks so as to allow the
Tail shaft to be drawn. Shaft examined & found in good condition.
Bottom half of Stern bush re-wooded with Lignum vitae & now in order.

General Observations, Opinion, and Recommendation:—

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

Recommend that the Machinery of this vessel be repaired as now
Classed without fresh record of Survey & to have notation in the
Register book Tail Shaft Secn 1-20

Survey Fee (per Section 28) \$25.00
Special Damage or Repair Fee (if any) (per Section 28.)
Travelling Expenses (if chargeable)

Fees applied for
Jan 12th 1920
Received by me,
19

Committee's Minute New York JAN 20 1920

Assigned

TS 120

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W862-0080

Screw shaft examined

N.B. - If this Report is copied by Copping 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 UNCLASSIFIED.

S. 1.20

1899

16/2/20.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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