

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

Writing Report Sept 5th 1918 (Received at London Office WED. OCT 2 1918)
 When handed in at Local Office Sept 5th 1918 Port of Philadelphia
 Survey held at Philadelphia Date, First Survey Aug 13th Last Survey Sept 4th 1918
 on the Machinery of the Wood, Iron or Steel S.S. Cupion Master A. C. Calver
 Gross 3575 Vessel built at Alfon By whom Mackay Bros When 1914
 Net 2601 Engines made at Sunderland By whom N.E. Mar Eng Works When 1914
 Main Boilers 6 Boilers, when made (Main) 1914 (Donkey) 1914
 Donkey Boilers 1 Owners Cupion S.S. Co. Ltd. Port London Voyage W.K.
 Pressure Boilers 185 If Surveyed Afloat and in Dry Dock (State name of Dock.) Camps
 Key Boilers 160

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.	Year Assigned to this Class.	Machinery and Boiler Surveys (including date of N.S., if any).
+100 ft. 9-17 with forced fuel 2-74 F. Plate 100% Carrying Petroleum in Bulk		+LMC. 6-14 +S. 1-17

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

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and the initials of any letters respecting this case.

In 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 not done? 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? Previously examined

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Not in use

Were any parts of the Boilers not done, state for what reasons? _____

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? Yes To what pressure were they afterwards adjusted under steam? 185 lbs per sq

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has the Tail Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has the Tail Shaft now been changed? No if so, state reasons _____

Has the Tail Shaft now been fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Reworded

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

Has the distance between lignum vite of stern bush and top of after bearing of screw shaft? Completed

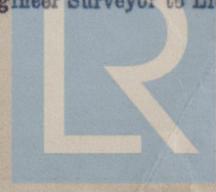
Section 25) \$ 60.00
 or Repair Fee (if any) \$ 100.00
 Section 25.) \$ 3.00
 Uses (if chargeable) \$

Fees applied for
 9/11 1918
 Received by me,
 10

W. Watters, C. F. McDonald
 Engineer Surveyor to Lloyd's Register of Shipping.

New York SEP 10 1918

+ d.m.c. ml. 8.18 B.L. 3.18
 T.S. 8.18.



Lloyd's Register Foundation
 W912-011

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

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

(4)

S.S. Cupion

Donkey Boiler

It was stated by the Owners representative that the Donkey Boiler of this vessel was not in use and it was arranged that this Boiler be blanked off and not further used until again examined and any necessary repairs effected and the safety valves adjusted.

Machinery Repairs Now Done

L.P. Crank shaft after coupling end loose on shaft and all cranks and Thrust shafting badly out of line and bearings cut up and scored.

Spare section of crank shaft on board fitted, coupling Bolt-holes at forward and after end of same examined out and new bolts fitted. No. 6 Main Bearing brasses renewed. All Main bearings top and bottom halves re-metalled. Thrust shaft tried for truth in Lathe and coupling faces skimmed up. Crank and Thrust shafting relined up and all refitted. H.P. I.P. and L.P. crank pin brasses re-metalled and refitted. Crosshead bearings liners all machined and brasses refitted. Bottom half of stern bush re-wooded. Two Woodison Main Feed Pumps new rings fitted to steam and water ends, valve chambers bored out and valves refitted, valve levers renewed and valve spindle skimmed up and new bushes for same fitted.

Bilge pumps 4 new section and delivery valves fitted. New Impeller shaft for centrifugal pump placed on board. Engine Stop valve seats renewed and Stop valve refitted. Throttle valve spindle renewed and valve refitted.

Two Engines, Oil Fuel Pumps, Ballast Pump overhauled and put in efficient working condition.

Main Engines and Main Feed Pumps tried under working conditions and found to be in order.

W. Watters
C. McDonald

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

OF THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

S.S. No 1 due 2-18 now complete

It is submitted that this vessel is eligible for THE RECORD.

S.S. No. 1-18. P.S. 3-18

S.S. 1-18

W.M.
6/10/18



© 2020 Lloyd's Register Foundation