

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

(Received at London Office

WED. 14. JUN. 1916.)

Date of writing Report 30 May 1916 When handed in at Local Office 30 May 1916 Port of Boston

No. in Reg. Book. 106 Survey held at Boston Date, First Survey 4 Last Survey 27 May 1916

106 on the Machinery of the Wood, Iron or Steel s/s CUBADIST Master Van Gelder

Tonnage } Gross 5788 Vessel built at Quincy, Mass By whom Fore River S. B. Corp When 1916 5

Net 3606 Engines made at d By whom d When 1916

Registered Horse Power 488 Boilers, when made (Main) 1916 (Donkey) ✓

No. of Main Boilers 3 Owners Cuba Distilling Co Port New York Voyage Cuba

No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock dry dock

Steam Pressure in Main Boilers 190 lb (State name of Dock.)

in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(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.	Years since last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey.		
<input type="checkbox"/> for Periodical Survey.		
100A1		
Class Contemplated.		
Carrying pet in bulk		

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? Copy herewith Was a damage report made by anyone else? If so, by whom? no

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " ✓

If this was not done, state for what reasons? new vessel

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? no 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? 1/16"

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

The vessel was placed in dry dock on account of having touched the ground at Quincy, Mass after launching on 8 April 1916.

The propeller, stem bush & fastenings of the sea cocks were examined while the vessel was in dry dock & were found in order. The machinery has sustained no damage & is in good condition.

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.D., &c.)

The machinery of this vessel is now in good condition & eligible, in my opinion, to be classed as recommended in Boston report N^o 852 herewith.

Survey Fee (per Section 28).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	19
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				19

John S. Heck
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JUN. 23. 1916

Assigned see minute on F.C. report.

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

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

See amendment on 1st Entry Pp. 1.

JWD

15/6/16.

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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