

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

Date of writing Report 22 Dec 16 When handed in at Local Office 22 Dec 16 (Received at London Office THU 19 JAN 1917)

Port of New York

Survey held at Brooklyn Date, First Survey 10 Oct Last Survey 22 Dec 1916

on the Machinery of the Wood, Iron or Steel S.S. CITY OF WILMINGTON Master Cooke

Gross 3308 Net 2806 Vessel built at Long Beach Cal By whom Craig Shipbuilding Co When 1912

Engines made at Do By whom Do When 1912

Boilers, when made (Main) 1912 (Donkey) 1912

Owners Cape Fear Shipping Trading Co Port Wilmington N.C Voyage Senou

If Surveyed Afloat or in Dry Dock Robins Dry Dock 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 since last Survey. 12

Machinery and Boiler Surveys (including date of N.B., if any).

Report No. Port

Particulars of Examination and Repairs (if any) Classification

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 initial of any letters respecting this case.

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 refused?

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? Water tube boiler, drums etc?

" Donkey "

Was not done, state for what reasons? Boiler under water test.

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

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?

Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 170 lbs

Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 100 lbs

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boiler? Yes

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boiler? Yes

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boiler? Yes

How shaft now been drawn and examined?

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

How now been changed? No If so, state reasons

How shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

What distance between lignum vitae of stern bush and top of after bearing of screw shaft? Rewooded.

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

Work done:- Propeller, stern bush, all sea cocks valves and fastenings, all thrust & screw shafting, all cylinders, pistons, slide valves, bearings, Condenser, all pumps and connections to same, examined and found in satisfactory Condition.

Other Survey:- Main & donkey boilers examined over all parts except donkey boiler which is too small to permit of internal examination, with mountings doors safety valves and found now placed in satisfactory Condition. On completion of survey the boilers were tested to one & a half times the working pressure, water test, with very satisfactory results. Safety valves adjusted under steam to the above pressures. Boilers examined under full working conditions found in good order.

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel 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. & N.S. 9, 11, or L.M.C. 9, 11, 14, 15, E.D., &c.)

It is in my opinion to be classed in the Society's Register Book, with a rating of L.M.C. 16-16 + T.S. 16-16, subject to the Water Tube boilers being examined annually, Fitted for Oil Fuel, flash point above 150°F, fitted 1912.

(per Section 25)..... £
 Damage or Repair Fee (if any)..... £
 Expenses (if chargeable)..... £

Fees applied for
 10
 Received by me,
 10

John P. Robson
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York JAN 4 1917

Subject L.M.C. 12.16 T.S. 12.16

VERY CERTIFICATE
 WRITTEN 18-17

Fitted for oil fuel 1912. F.P. above 150°F

W931-909612

Lloyd's Register Foundation

Survey for classification now held.

It is submitted that
this vessel is eligible for
THE RECORD. L M C 12.16.

S 12.16. Fitted for oil fuel. 12. FP above 150F.

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.

Water tube boilers subject to
Annual Survey.

APR

JWZ.
1/2/17.



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— S.S. "CITY OF WILMINGTON" —

Boiler Repairs All water tubes in main boilers cut and replaced with new tubes. All junction boxes removed, overhauled, ground in and replaced. Four new $1\frac{3}{4}$ " longitudinal stays fitted to steam drum of each main boiler.

OIL FUEL INSTALLATION

This vessel is fitted for the burning of liquid fuel, the "White" system of burners being fitted. The oil is drawn from the tanks and delivered to the settling tanks by a Duplex transfer pump, two $6 \times 3\frac{1}{2} \times 6$ " Duplex pumps deliver the oil to the burners from the settling tanks. Means are provided for shutting off valves or settling tanks. Deep tank fore peak tank, also all valves passing through machinery space bulkhead, from the top deck clear of the Boiler casings. All compartments used for the carrying of oil fuel are fitted with air pipes discharging above the top deck. It is intended to carry oil fuel in the tanks at all times, excepting Engine Room tank & aft peak where fresh water will be carried and separate suction are fitted to these tanks and separate from the oil fuel pumping system. Means are provided for closing the platforms in case of fire. The drains from the ^{heaters} are led to a ^{filter} tank open to the atmosphere. The system has been carefully examined and is in accordance with the Rules of the Society as per Section 49.

J.R.