

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

REC'D NEW YORK Jan. 13 1918

(Received at London Office)

2-3-1918

Date of writing Report Jan 10, 1918 When handed in at Local Office Jan 10, 1918 Port of Boston, Mass.
 No. in Reg. Book. 1407 Survey held at Boston, Mass. Date, First Survey 24th Dec. Last Survey Dec. 31, 1917
 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. St. "ARRINO." Master Mathews
 Tonnage Gross 4484 Net 2843 Vessel built at Glasgow By whom J. & W. Henderson & Co. Ld. When 1906
 Registered Horse Power 485 Engines made at Glasgow By whom J. & W. Henderson & Co. Ld. When 1906
 No. of Main Boilers 3 Boilers, when made (Main) 1906 (Donkey) -
 No. of Donkey Boilers 1 Owners Thinder, Anderson & Co. Mgr. Port London Voyage France
 Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Simpson's Dry Dock
 in Donkey Boilers ✓ (State name of Dock.) and Leyland Line Pier

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Docking & Link Shaft

(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.)

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? _____

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? Already done

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

Has shaft now been changed? No 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? Close

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? H.P. section of crank shaft

to be again examined (or renewed) after the present voyage Boston to France & return.

Docking

The vessel was placed in dry dock. The tail shaft, fitted with continuous liner, was drawn in, examined, found good & refitted. The lower half of the stem bush was re-wooded. One cast steel blade on the propeller was removed & replaced by a bronze blade.

The propeller, stem bush & fastenings of the sea cocks were examined while the vessel was in dry dock & found 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 & safe working condition & eligible in my opinion to remain as classed & to have record of TAIL SHAFT SEEN 12.17,

subject to the H.P. section of crank shaft being again examined (or renewed) after the present voyage from Boston to France & return.

Survey Fee (per Section 28) £ _____ Fees applied for Dec 31 1917

Special Damage or Repair Fee (if any) £ 35.00 Received by me, John S. Heck

Traveling Expenses (if chargeable) £ _____ Jan 7, 1918 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York, Jan 15 1918

Assigned As now subject T.S. 12.17

Lloyd's Register Foundation

W969-0025

The crank shaft has been examined throughout, the Surveyor however recommended that the repaired H.P. section should be again examined or reworked when the vessel returns to Boston.

It is submitted that this vessel is eligible to receive a CLASSIFIED rating.

Without restriction or views being put forward by the Surveyor, the crank shaft being again examined on return to Boston.

John S. Heck

12.14

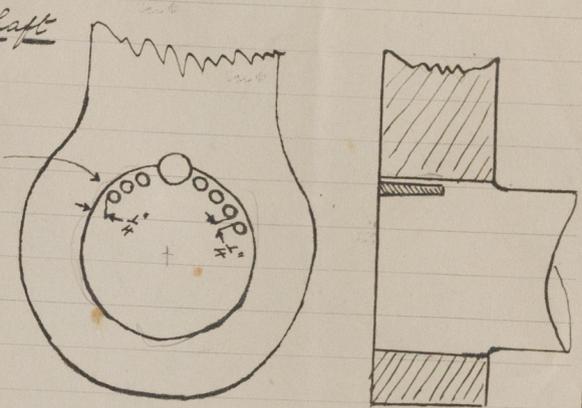
5.2.0

OF THE REGISTER AND REQUIRED FOR NO WATER ABOVE THE GUNWALE.

Machinery of
S/s ARRINO of London

Crank Shaft

7-1/4" slightly tapered hard steel pins driven into journal to make same tight in crank web



The after journal of the H.P. crank shaft had been found slack in the crank web on the previous voyage as per Boston report No. 945. A temporary repair had been made by drilling 7-1/4" holes in the journal & driving hard steel pins into the same to make the shaft tight in the web, as shown on sketch above.

How done

The H.P. section of crank shaft was examined. The temporary repair described above was found still strong & efficient & in my opinion, it is in safe working condition for the present voyage from Boston to France & return. It is respectfully submitted however, that this temporary repair weakens the shaft somewhat, & that it should be again examined on the vessel's return to Boston. It was understood from the chief engineer that this section might be renewed at or before that time.

The iron forward journal of the H.P. section was examined & found in good condition.

The M.P. section of crank shaft was examined & found in safe working condition.

The L.P. section of crank shaft was examined & found in good condition.

John S. Heck