

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

(Received at London Office.)

JUL 12 1940

Date of writing Report 19 When handed in at Local Office 19 Port of LOS ANGELES, CALIFORNIA.

No. in Reg. Book. Survey held at LOS ANGELES HARBOR, CALIFORNIA Date, First Survey May 24 Last Survey June 1 19 40

28117 on the Machinery of the ~~Woodhouse~~ Steel S.S. "LA BREA" (No. of Visits six)

Tonnage	Gross 6665	Vessel built at San Francisco	By whom Union Iron Works Co.	Year. Month. When 1916 3
	Net 4157	Engines made at Chester, Pa.	By whom Sun S.B.Co.	When 1916
Nominal Horse Power	514	Boilers, when made (Main) 1916	(Donkey) ----	
No. of Main Boilers	3SB	Owners Union Oil Co. of California	Owners' Address (if not already recorded in Appendix to Register Book.)	
No. of Donkey Boilers	---	Managers	Port Los Angeles Voyage	
Steam Pressure in Main Boilers	190#	If Surveyed Afloat or in Dry Dock Both - Bethlehem Steel SB.Division	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
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.

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?

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Is screw shaft now been drawn and examined? No

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is shaft now been changed? --- If so, state reasons

Is the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft --- State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

WORK DONE:- Fastenings of propeller, stern tube and sea connections examined.

REPAIRS:- The main circulating pump was opened out and new seal rings were fitted on each side of the impeller. The I.P. cylinder was bored out and a complete new piston was fitted. Also a new piston rod neck bush. The new diameter of the cylinder is 45 13/16".

General Observations, Opinion, and Recommendation:— Recommend that the Machinery of this

(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, & L.M.C. 9,11, or

& L.M.C. 140 lb., F.D., &c.)

CS 3,34, vessel be retained as now Classed without fresh record of Survey.

Survey Fee (per Section 29) \$--- See Hull Report.

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Received by me,

Committee's Minute NEW YORK JUN 12 1940

Assigned As new

W. J. Alderson
Acting Engineer-Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W982-0168

Noted

L.R.B. M. Pay 45 1/2

24/7/40

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