

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

REC'D NEW YORK April 24 1918

(Received at London Office MON. 3 JUN. 1918)

Writing Report Apr 15 1918 When handed in at Local Office

Port of San Francisco

Survey held at San Francisco Date, First Survey Mar 22 Last Survey Apr 8 1918

on the Machinery of the ~~Wood, Iron or Steel~~ W/S La Brea Master J.A. Grant

Gross 6945
 Net 4257 Vessel built at San Francisco By whom Union Iron Works Co When 1916
 Engines made at New York By whom General Electric Co When 1916
 Main Boilers 3 Boilers, when made (Main) 1916 (Donkey) -
 Donkey Boilers - Owners Union Oil Company of Calif Port San Francisco Voyage Panama
 Pressure in Boilers 220 If Surveyed Afloat or in Dry Dock Dry Dock
 Donkey Boilers - (State name of Dock.) Bethlehem S.B. Cap Union Pt

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned (new survey required)	Machinery and Boiler Surveys (including date of N.B., if any).
T100-A-1. 11-17.		T.M.C. 3-16
CAR. PET. in B.K.		
FIT in Oil Fuel 3-16		
F.P. above 150° F.		

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Docking Reps

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the nature and extent of such repairs should be briefly summarised at the end of the report. State also the names and initials 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 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 a thorough examination was not done, state for what reasons?

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?

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 the screw shaft now been drawn and examined? NO Is it fitted with continuous liner? or two liners? or is it without liners?

Has the screw shaft now been changed? If so, state reasons

Has the screw shaft now been fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"

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

Examined Propeller fastenings of sea connections, same found in good condition

Examined the reduction gearing of main Engine Turbine and found the second speed pinions & gears badly worn and in places broken. Complete new high and low speed gears & pinions have now been fitted.

Both air engines thoroughly tested out under working conditions all gearing afterwards carefully examined & found in order.

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, E.S.S. 9.11, or L.N.C. 9.11, 140 lb., F.D., &c.)

This vessel is now in safe working condition & eligible in my opinion to remain as classed without further work.

Survey Fee (per Section 28) \$25.00

Special Damage or Repair Fee (if any) (per Section 28.)

Printing Expenses (if chargeable)

Fees applied for Apr. 16 19 18

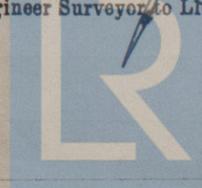
Received by me, _____

F.S. Ashford & Blackett
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAY 7 - 1918

Signed As now

TUE. 18. FEB. 1919



Lloyd's Register Foundation

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

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

Complete set of plans &
specimens now filed.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

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.

J.M.
17.6.18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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