

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

(Received at London Office MON 13 JUN 1921)

Writing Report 17th May 1921 When handed in at Local Office 27/5/21 19 21 Port of New York

Survey held at Kearny New Jersey Date, First Survey 14 Mar Last Survey 21 May 1921

on the Machinery of the Wood, Iron or Steel S. S. HERBERT L. PRATT Master W. Muller

Gross 7145 Vessel built at Alameda Cal By whom Bethlehem SB Corp When 1918 2

Net 5372 Engines made at Trenton New Jersey By whom DeLaval Steam Turbine When 1920

Boilers, when made (Main) 1918 Reynolds Works, San Francisco (Donkey)

Owners Atlantic Refining Co. Inc Port Philadelphia Voyage Mexico

If Surveyed Afloat or in Dry Dock Federal Ship Yard & Tilden & Lang's Dry Dock

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

CHARACTER, Date of last Survey and of Periodical Surveys.	Years since last Survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 NYK 4T	BS 1-10-20	BS 1-10-20 + LMC 3-18
18-19 12-20		TS-12-20
Carrying Petroleum in Bulk.		
Fitted for oil fuel 3-18 F.P. above 150° F.		

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Alteration

Local Surveys, when held, must be reported in detail and serial in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (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 date 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? No

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

Was not done, state for what reasons? Boilers surveyed previously in Philadelphia

At what parts of the Boilers could not be thus thoroughly examined?

At 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?

Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

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 shaft now been changed? ✓ If so, state reasons shaft damaged and replaced

Has the shaft now 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?

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

Work Done - Vessel on dry-dock. Propeller outer end of stern-bush and sea-fastenings examined found satisfactory. 6" sea chest fitted to hull & new valve installed on same. New steady bearing installed between thrust bearing and stern tube. New pier plate installed on thrust bearing foundation & old thrust bearing replaced. New thrust shaft installed. The General Electric Co's turbines & gears were removed & new turbines & gears of the De Laval make installed, which required complete new foundations & additional framing in double bottom. Deck top opened up abreast thrust bearing port & starboard sides & two lubricating oil tanks installed for draining. The old feed pump removed & new feed pump of larger size installed.

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, E.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.P., &c.)

The material & workmanship employed in the installing of this machinery so far as can be seen are sound & good & proved satisfactory under test. The machinery is eligible in my opinion for the notation in the Register Book + L.M.C. 5-21 fitted for oil fuel.

Fee (per Section 25) \$140.00 Fees applied for 11/6/21 19
Damage or Repair Fee (if any) \$10.00
Printing Expenses (if chargeable) \$ Received by me, J. Hockhart & J. Mac Watt
Engineer Surveyor to Lloyd's Register of Shipping.

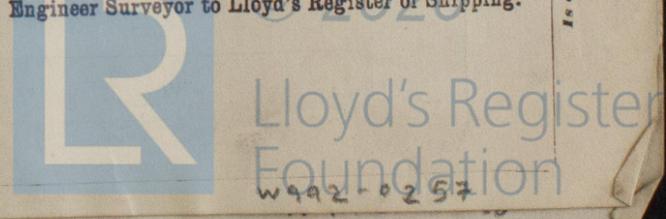
Committee's Minute New York MAY 31 1921

Signed + L.M.C. 5-21 Subject + N.E. 5-21 CERTIFICATE WRITTEN 30-6-21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Insert Character of Machinery precisely as in the Register Book.

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



Oil coolers removed & new type coolers installed
 The Potrex air pump removed & air pump of the
 Kado-jet type installed.
 Main condenser tubes removed, internal plates
 rearranged & condenser retubed & repacked.
 Complete force draft system installed, including
 blower, air ducts and furnace fronts.
 Oil burning system changed from Dahl's to Schutte-Koertings
 Additional fuel oil heater installed
 Location of evaporators changed.
 Horizontal duplex condensate pump installed
 Lubricating oil heater installed
 New auxiliary foundations were installed
 for. Main condenser, evaporators, fuel oil heaters,
 Oil cooler, Lubricating oil pump, Two feed pumps,
 Force draft blower engine & fan, Bilge & ballast pump,
 Distiller pumps, Grease extractor, Lubricating oil heater.
 Boiler tubes were completely turbined
 New brick work installed in furnace & a number
 of tubes removed.
 Main steam pipes, feed pipes & blow down pipes
 renewed. New copper expansion joint fitted
 between the main exhaust pipe & turbines,
 Lubricating Oil separator installed

N.B.—If this Report is copied by Copying Press, special 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.

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