

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

(Received at London Office)

JUN 21 1937

no. 2094

Date of writing Report

When handed in at Local Office

Port of LOS ANGELES, CALIFORNIA.

No. in Reg. Book. 72682 Survey held at LONG BEACH, CALIFORNIA.

Date, First Survey May 19 Last Survey May 24 1937

(No. of Visits three)

on the Machinery of the ~~WOODHULL~~ Steel M.S. "CEDROS"

Tonnage } Gross 420
Net 181

Vessel built at Birkenhead

By whom Cammell, Laird & Co. Ltd.

When 1920 - 7

Nominal Horse Power } 91

Engines made at Glasgow

By whom W. Beardmore & Co. Ltd.

When 1920

No. of Main Boilers ---

Boilers when made (Main) ---

(Donkey) 1920

Owners O.L. Rodriguez

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Ensenada

Voyage ---

No. of Donkey Boilers 1

Managers

Steam Pressure in Main Boilers ---

If Surveyed Afloat or in Dry Dock Both - Craig S.B. Co's Dry Dock

in Donkey Boilers 100#

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

CHARACTER. of Special Survey Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 5,36		+ LMC 9,35
ss Ver. No. 3-9,35		DBS 9,35
		+ NE10,21
		TS 8,35cl

Electrically welded.

OIL ENGINE

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC(M), D.B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 " " " Yes

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 May 20th

Present condition of funnel(s) Satisfactory

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?

Yes

To what pressure were they afterwards adjusted under steam?

100 lbs.

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

and of the Donkey Boilers?

Yes

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

and of the Donkey Boiler?

Yes

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

and of the Donkey Boiler?

Yes

Has screw shaft now been drawn and examined?

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?

Has shaft now been changed? If so, state reasons

Has 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

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

Is electric light and/or power fitted?

Complete

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

NOW DONE:- Fastenings of propeller, stern tube and sea connections examined. Sea valves and discharge valves opened, overhauled and put in good order.

L.M.C.(M):- Nos.3 & 4 cylinders, covers, pistons, rods, wrist pins, crank pins together with their brasses, guides and all connections, examined. Nos.4 & 5 main journals and brasses. Thrust shaft and line shaft, pumps, air bottles, compressor, reversing gear and fittings, fuel tanks and connections. All examined. Electric system under working conditions and found in order. Donkey Boiler together with the safety valves and mountings examined internally and externally. Steam pipes and fittings examined. Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:- Recommend that the machinery of this vessel

(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, R.S. 9,11, D.B.S. 9,11, * L.M.C. 9,11, or * L.M.C. 140 lb., F.D., &c.)

be retained as now Classed with fresh record of L.M.C.(M) 5,37 and D.B.S.5,37.

Survey Fee (per Section 29) \$52.50

Fees applied for May 24 1937

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) \$ 4.00

Received by me, 19

F.P. Archbold

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK JUN 9 - 1937

Assigned + LMC(M) 5.37 DBS 5.37



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Lloyd's Register Foundation

Report of Survey for Lloyd's Register and Boilers

Lot of

Noted
4 June
30.6.37

