

(Received at London Office

(No. of Visits 62)

1st Report No. _____ Port.

Radical Survey when both not be reported in detail and under the terms of the Rules. Only where the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Reports on Extent of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and asides being dealing with the body of the report, should be briefly summarised at the end of the report. Since also the dates and names of other persons concerned in the case.

is a damage report made by anyone else? If so, by whom? Salv. Asso. of Lond. Surveyors
 the Surveyors generally go inside each Main Boiler separately and make a thorough examination of it. None

What parts of the Boulders could not be thus thoroughly examined? None

what ~~was~~ ^{was} ~~done~~ ^{done} in the ~~course~~ ^{course} of ~~intense~~ ^{intense} examination, were adopted by the
surveyor ~~to~~ ^{to} ~~test~~ ^{test} ~~himself~~ ^{himself} ~~of~~ ^{of} ~~the~~ ^{the} ~~thorough~~ ^{thorough} efficiency of those parts of each Boat

Latest date of internal examination of each boiler December 19th, 1946 _____

Did Surveyor examine the Safety Valves of the Main Boiler? _____

the Surveyor examine the valves of ~~Boyle~~ Boyle Yes To what pressure were it

he Surveyor examine all the manholes, doors and their fastenings of the Main Water?

the Surveyor ~~211100~~ drain plugs of the Main Boilers?

the Surveyor examine the condition of the boilers?

...When drawn and examined? Yes ... it fitted with ...

shaft now in place. No ~~for~~ state reasons. Continuous liners renewed.

the shaft now ~~being~~ used? Yes Has it a contiguous line? Yes Is it approved

of examination of below Feb 4 47 Spot The distance between lignum vitae or bearing metal of stern

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

10, did the Surveyor ~~examine~~ the generators, motors, ~~switchgear~~, cables and fuses? Yes

the insulation resistance of the ~~generator~~ circuits and apparatus been tested and found to be not less than 100,000

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

vessel placed in dry dock, ships side fastenings, propellers, ste

be placed in good order. All sea cocks and valves, opened up, over

~~in good working order. Tails shafts drawn, examined, liners four~~

~~1, 2, 3 removed, shafts polished, and new liners supplied,~~

Port and ...

New York

NOW DONE:- Port and starboard main engine cylinders cylinder co

valve gear, pistons, piston rods, top and bottom end bearings, etc.

guides, guide shoes, crank shaft journals, pins and websm blowers

eral Observations, Opinion, and Recommendation:— The machinery

* LM C 140 lb

working order and eligible to remain on new classes.

tail shafts seen (CI) 2 47 (New liners fitted) and B S 12 46

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| | | | | |
|----------------------|----|---|---|------------------|
| Damage or Repair Fee | \$ | : | : | Fees applied for |
| | | | | 18/4/12 17 |

(per Section 29.)

ing expenses (if chargeable) \$ 40.00: 19 E

mittee's Minute / NEW YORK OCT 1 1947 M.H.

3ned LMC-2.47.

D. B. J. 2, 47. T. J. 2, 47.

1871

| <p>Classification General Survey Date of last Survey and of Periodical Surveys.</p> | <p>Yachts now assigned to captured.</p> | <p>Machinery and Boiler Surveys (Including date of N.B., if any)</p> |
|--|--|---|
| <p>8.41</p> | | |
| <p>(Reclassification</p> | | |
| <p>contemplated)</p> | | |
| | | |
| | | |
| <p>Carrying Petroleum in</p> | | |
| <p>bulk</p> | | |
| <p>(In port, damaged)</p> | | <p>OIL ENG</p> |

Exhaust Character of Strip and Machinery precisely as in the Register Book

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

CERTIFICATE WRITTEN.

003640-003640-0156

thrust shafts and intermediate shafting, main bearings, pumps, compressors, steam and diesel engines for electric generators, oil heater, coolers, filters, bilge, ballast, circulating, sand feed pumps all cleaned, examined and completed, overhauled, necessary adjustments made, alignment checked, all replaced in good working order.

The shafting was found to be out of alignment, the stern tubes were drawn, stern frame rebored, bushes fitted and welded, again bored to fit stern tubes, stern tubes replaced, tail shafts and propellers, replaced in true alignment, coupled up and stern glands repacked.

Air receivers opened up, cleaned, examined and coated internally, safety valves adjusted.

Two donkey boilers and two gas boilers were examined internally and externally over all parts, together with doors and mountings and afterwards tested to 215 Lbs. hydrostatic pressure.

The safety valves were adjusted under steam as stated above.

The oil fuel installation was completely overhauled, examined, necessary adjustments made and reassembled, afterwards examined under working conditions and found in good, safe, working order. Fire fighting appliances in order.

Pumping arrangements examined, tested, found or placed in good order.

All cargo pumps and pumping arrangements renewed throughout vessel and afterwards tested under working conditions and proven satisfactory.

Windlass renewed, fitted and tested.

Steering gear completely overhauled, cleaned, examined, reassembled and tested under working conditions and found in good working order.

On completion of the above overhaul, a sea trial of six (6) hours was held and machinery found working to the satisfaction of all interested.

John Smith



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