

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

(Received at London Office)

MON. SEP. 4 1922

of writing Report *July 18th* 19 *22* When handed in at Local Office *July 18th* 19 *22* Port of *Newport News, Va.*
 in Survey held at *Newport News, Va.* Date, First Survey *June 28th* Last Survey *July 8th* 19 *22*.
 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "ELLENOR" ex "MASON CITY" (No. of Units *5*)

Gross *3482*
 Net *2672*
 Vessel built at *Wilmington, Del.* By whom *Bethlehem S.B. Corp. Ltd* When *1920*.
 Engines made at *Harlan Plant* By whom *Bethlehem S.B. Corp.* When *1920*
 Boilers, when made (Main) *1920* (Donkey) *(Harlan Plant)*
 Owners *A.H. Bull & Co.* Port *New York* Voyage
 Surveyed Afloat & in Dry Dock *Yes* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 (State name of Dock.) *N.N.S.*

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Classing: part L.M.C.*

Local 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where 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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

" Donkey " " "

Was not done, state for what reasons? *Yes*

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

At 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? *Yes*

To what pressure were they afterwards adjusted under steam? *190 lbs.*

Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler? *Yes*

Surveyor examine the drain plugs of the Main Boilers? *Yes*

, and of the Donkey Boiler? *Yes*

Surveyor examine all the mountings of the Main Boilers? *Yes*

, and of the Donkey Boiler? *Yes*

How shaft now been drawn and examined? *Yes*

Is it fitted with continuous liner? *No*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *No*

Shaft now been changed? *No* If so, state reasons

Shaft now fitted new? *No* Has it a continuous liner? *Yes*

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

The distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *3/16"*

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

Vessel placed on dry dock. Propeller shaft drawn and examined, condition good. Shaft fitted with 3 liners; apparently the joints of these are half lap. Stern bush and propeller good. Shaft down 3/16". Sea socks and valves opened out, examined and found in good order. Bilge ejection valve examined and found in good order. Main condenser examined and tested-good and tight. Doors on same rejointed.

The main boilers opened out and examined internally and externally and found in good condition. Safety valves and boiler mountings drain cocks, manhole doors and fastenings examined and found in good order. The boilers now tested by hydraulic pressure to 285 lbs. per sq. inch and found tight and sound. Fastenings of main boilers good and efficient. The scantling of the boilers now checked up with the photostat supplied and found to agree. (See report attached) The safety valves are now blowing at 190 lbs. per sq. inch.

The boilers at the present time are equipped for burning fuel oil and the fuel oil burning system

General Observations, Opinion, and Recommendation:— The boilers and machinery of this vessel as far as seen, are now in good order, and in my opinion merits the favorable consideration of the Committee for the record of L.M.C. 7.22, subject to the machinery being examined as required by the Rules: propeller shaft seen 7.22, the shaft to be specially examined in way of inner ends before the end of July 1924.

Fees applied for
 19
 Received by me,
 19

Committee's Minute *New York AUG 22 1922*

L.M.C. 7.22
TS-7.22 subject

CERTIFICATE ABILITY 4.9.22

Engineer Surveyor to Lloyd's Register of Shipping.

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

003971-003979-0030 1/2

Newport News, Va.

Continuation of Report No. 3610 dated July 18th 1922 on the

S/S "ELLENOR" ex "MASON CITY"

has been examined throughout and found to comply with Section 49 of the Rules.

The system was examined under working condition and found in good order.

Portion of the main engines now submitted for examination other than that noted above.

[Handwritten signature]

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