

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

(Received at London Office 19 FEB 1942)

Date of writing Report Nov. 21st, 1941 When handed in at Local Office Nov. 22nd, 1941 Port of Baltimore, Maryland

No. in Survey held at Baltimore, Maryland Date, First Survey 3rd Oct. Last Survey 15th Oct., 1941
Reg. Book 78814 on the Machinery of the Wood Iron or Steel S.S. "MALLARD" (No. of Visits 3)

Toonage { Gross 3804 Net 2375 Vessel built at Alameda, Cal. By whom Union Iron Works Co. When 1917 7
Engines made at Glasgow By whom McKie & Baxter, Ld. When 1929 2
Nominal Horse Power 372 NHP Boilers, when made (Main) 1917 (Donkey) -
No. of Main Boilers 2 SB Owners United States Maritime Commission Owners' Address -
No. of Donkey Boilers - Managers - Port Panama City Voyage -
Steam Pressure in Main Boilers 195 lbs. If Surveyed Afloat on in Dry Dock Maryland Drydock Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any)

Part B. S. & Repairs
(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
* 100 A1 2,41		* LMC 7,40
ss Nbc. No. 3-2,29		* NE 2,29
ss Job. No. 2-36		ES 7,40
ss Gal. 2nd No. 3-2,41		TS CL 4,39
Fitted for oil fuel	8,17	F.P. above
150° F.		

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? Yes

" " Donkey " " " -

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 P & S 11th Oct., 1941 Present condition of funnel(s) -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? No 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 Vessel Afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The safety valves of both Main Boilers require to be adjusted under steam. -- Class withdrawn by new Owners.

Special Periodical Survey of Main Boilers

Now Done:- Port and Starboard Main Boilers examined throughout with Safety Valves and principal mountings.

Bedplate of Fan Engine examined, recommended steel reinforcing plates, over cracks.

The U. S. Maritime Commission have now become the owners of this vessel and have withdrawn the classification from this Society.

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

Submitted for the information of the Committee.

CS 3,34,

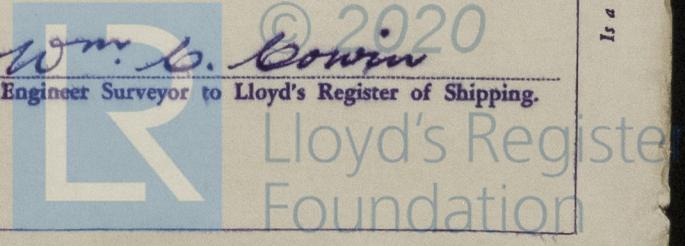
Submitted for the information of the Committee.

Survey Fee (per Section 29) £ :30.00
Special Damage or Repair Fee (if any) £ :25.00
(per Section 29.)
Travelling expenses (if chargeable) £ : 3.00

Fees applied for
Nov. 21, 1941
Received by me,
19

Wm. B. Cowin
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned Transmit to London



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