

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

24 JUN 1927

(Received at London Office)

Date of writing Report June 7th 1927 When handed in at Local Office St. John's, NFL. Port of St. John's, NFL.
 No. in Reg. Book 82621 Survey held at St. John's, NFL. Date, First Survey Jan. 6th Last Survey June 4th 1927 (No. of Visits 5)
 on the Machinery of the Wood, Iron or Steel S. S. "Sebastapol"
 Tonnage { Gross 321 Vessel built at Fort William, Ont. By whom Canadian Car & Foundry Co. When 1918-11
 Net 150 Engines made at Chicago By whom Marine Iron Works When 1918
 Nominal Horse Power 95 Boilers, when made (Main) 1918 (Donkey) St. John's, NFL.
 No. of Main Boilers 1 Owners General Import & Export Co. Ltd. Owners' Address St. John's, NFL.
 No. of Donkey Boilers - Managers St. John's, NFL. Voyage Sydney, C.B.
 Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock Both, St. John's D. Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now or expired.	Machinery and Boiler Surveys (including date of N.E., if any).
* 100 A1 5,25		* LMC. 5,24
SS. NFL. No. 1-24		BS. 6,26 CL. 5-24
Boasting Newfoundland & Labrador.		

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) "LMC."

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.

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

Do. " 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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs. per sq. in.

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 Boiler? Yes, and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boiler? Yes, and of the Donkey Boiler? _____

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

Has shaft now been changed? No If so, state reasons _____

Is the shaft now fitted new? _____ 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3 3/4

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Vessel in dry dock.

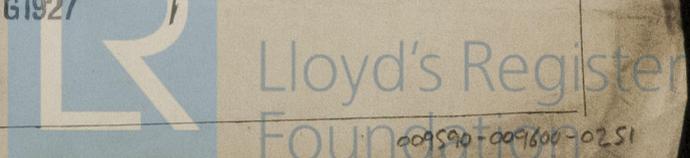
Propeller shaft drawn in & examined. Examined Propeller, Stern bush & fastenings of sea connections. Sea connections opened out and examined. Examined Main engine cylinders, pistons, slide valves & faces, Crank shaft, Main bearings, Top & bottom ends, Thrust shaft & Thrust block, Examined Air pump, Circulating pump, Feed and Bilge pumps, Condensers examined & tested. Steering engines opened & examined. Main Boiler examined internally and externally, with its safety valves, stop valves, feed check valves, bottom blow & scum valves, and water gauge fittings.

Main engines & auxiliaries overhauled and put in good working order. Safety valves tested under steam pressure as above, working well.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is now in safe and efficient working condition, eligible in my opinion to remain as classed in the Register Book, and to have the notation "LMC. 6,27"

Survey Fee (per Section 25) \$65.00 (Fees applied for June 6 1927)
 Special Damage or Repair Fee (if any) _____
 Travelling Expenses (if chargeable) _____ (Received by me, Not paid.)
 Committee's Minute FRI 1 JUL 1927
 Assigned + LMC 6.27
 D. M. Macfarlane, Engineer Surveyor to Lloyd's Register of Shipping.
 FRI 12 AUG 1927

CERTIFICATE WRITTEN.



009590-009600-0251

If so, is the Report sent now, or when will it be sent?

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

Sl. No 2 due 11.26 held

N.B.—If this Report is copied by copying Press, especial 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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11/11/27

It is concluded that the
pumping arrangements
were examined
but this should be
confirmed.

ISA
27/6/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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