

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

MUN. 13 JAN. 1919

(Received at London Office)

REG'D NEW YORK Dec. 26-1918

Date of writing Report 27 August 1918 When handed in at Local Office 1918 Port of Chicago, Ill.

No. in Reg. Book. Survey held at Chicago Date, First Survey 12th Aug. Last Survey 23rd Aug. 1918 (No. of Visits 13)

on the Machinery of the ~~Wood, Iron or Steel~~ Single Screw Steamer Sebastopol Master _____

Tonnage { Gross 321.44 Vessel built at Fort William Ont. By whom Canadian Car & Dry. Co. Ltd. When 1918 YEAR. MONTH.
 Net 150.11

Registered Horse Power } 546 Engines made at Chicago By whom Marine Iron Works When 1918
 No. of Main Boilers 1 Boilers, when made (Main) 1918 (Donkey)

No. of Donkey Boilers _____ Owners French Government Port Port Arthur Voyage _____

Working Pressure in Main Boilers 185# If Surveyed Afloat or in Dry Dock Building (State name of Dock.)

No. of Donkey Boilers _____

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 Allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. 63 Port Chicago
Particulars of Examination and Repairs (if any)

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.

On 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? not required Was a damage report made by anyone else? If so, by whom? no

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

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

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? 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? , and of the Donkey Boiler?

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

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

What is the distance between lignum vite of stern bush and top of after bearing of screw shaft?

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

The above set of Triple Expansion Engines was constructed by the Marine Iron Works, Chicago and are intended to be fitted on board a vessel being built at Fort William, Ontario by the Canadian Car and Foundry Company for the French Government.

Damage was stated to have been caused through the engines falling from off the car in transit to Fort William, Ontario.

On 12th August and subsequent dates the engines being then returned to Marine Iron Works at Chicago the undersigned made examination and found L.P. column broken valve spindle bent, starting gear levers & shaft broken, also cylinders drains, oil pipes and cups. It was recommended that the above mentioned parts be renewed or straightened as required and in addition the piston rods, valve spindles, cranks and shafts be tried in the lathe and condenser tested under head of water.

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, or L.M.C. 9,11, 140 lb., F.D., &c.)

The above recommendations having been carried out the engines are now in safe perfect working condition and have been re-shipped to Fort William, Ontario.

Survey Fee (per Section 28) 5 ✓

Special Damage or Repair Fee (if any) (per Section 28.) 10:00 ✓

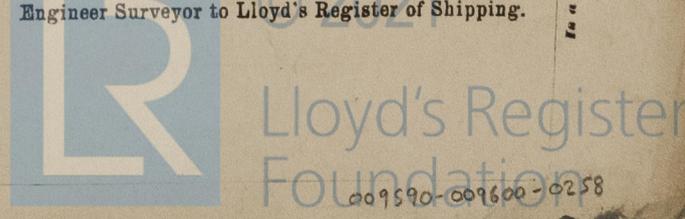
Printing Expenses (if chargeable) 2 ✓

Fees applied for Aug 27 1918

Received by me, W. Rawson - J. H. Kirkaldy 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Signed _____



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

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