

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

MON. 19 NOV. 1923

(Received at London Office)

Date of writing Report 30 October 1923 When handed in at Local Office 31/10/23 19 23 Port of New York

No. in Survey held at Newark Date, First Survey 27 Sep Last Survey 26 Oct 1923

2027 on the Machinery of the ~~Wood, Iron or~~ Steel ATLANTIC EX WEST CATANACE Master

Gross Tonnage 5324 Net 3455 Vessel built at San Pedro, Cal. By whom South Western S. B. Co When 1919

Registered Horse Power 359 Engines made at Los Angeles, Cal. By whom Llewellyn Iron Works When 1919

No. of Main Boilers 3 Boilers, when made (Main) 1919 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Edgerton Parsons Port New York Voyage Baltimore

Steam Pressure in Main Boilers 210 lb. If Surveyed Afloat or in Dry Dock Federal S. B. Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER: Unclassified Years Assigned for Special Survey: None Machinery and Boiler Surveys (including date of N.B., if any): None

Date of last Survey and of Periodical Surveys: None

Please see F.E. report herewith

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C.

Periodical Surveys, when held, must be reported in detail and serially 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.

Where 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? ✓

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? 210 lb.

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 Boiler? ✓

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

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

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

Has shaft now been changed? no If so, state reasons ✓

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? close.

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

L.M.C.

How done Cylinders, pistons, slides, crank, thrust & tunnel shafting, pumps & condensers

examined, condensers, tested & all found or made good.

Valves, cocks, pipes & strainers of the pumping arrangements examined & found or made

good.

Boilers & superheaters examined internally & externally & found or made good. Steam pipes

& principal boiler mountings examined & found or made good.

Safety valves afterwards adjusted under steam

T.S.

Tail shaft drawn examined, found or made good & refitted. The joint of the liner is soldered

not burnt, & it should be specially examined in 2 years time. Propeller, stern bush, sea cocks

& their fastenings examined & found or made good.

P.T.O.

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

The machinery of this vessel is now in good & safe working condition & eligible,

in our opinion to receive the notations L.M.C 10.23 (in red) & SHAFT SEEN

10.23 in the Register Book, subject to the screw shaft being specially examined

at joint of liners in 2 years time (i.e. 10.25)

Survey Fee (per Section 28) 19 Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) None ✓ fee charged on F.E. report 19

Travelling Expenses (if chargeable) None

Committee's Minute See Rept form 4 attached

Assigned New York NOV 7 1923

John S. Heck John S. Heck
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1232 - 0140 1/2

MON. 19 NOV. 1923

Continuation of Report No. 2334D dated 30 October 1923 on the

3/5 ATLANTIC of NEW YORKMachineryL.M.C. continued

Repairs now done HP cylinder bored out & piston rings renewed
 MP bottom end brass re-metalled, N^o 4 main bearing remetalled, crank shaft lifted
 & re-aligned, one thrust shoe re-metalled. Main & auxiliary condensers
 re-tubed. Air pump rod renewed, bilge pump rams skimmed in lattice.

After feed pump renewed & replaced with larger pump, all other pumps cleaned
 overhauled & put in good working order.

Boilers All mountings overhauled & ground in, new valves fitted where
 necessary, internal feed pipes renewed, a few tubes re-expanded.

T.S. Propeller shaft & propeller found a bad fit on cone, both
 skimmed up & made good & refitted, & length of shafting corrected by
 fitting a liner between couplings in tunnel.

J. S. H.



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