

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

(Received at London Office)

23 JUN 1942

Date of writing Report May 21, 1942 When handed in at Local Office 19Port of Boston, Massachusetts  
 Date, First Survey May 4, Last Survey May 11, 1942  
 Survey held at Boston (No. of Visits 5)  
 on the Machinery of the ~~XXXXXX~~ S.S. "William H. Machen"

Gross 3922 Vessel built at Camden, N.J. By whom New York S.B. Co. When 1916 2  
 Net 2454 Engines made at Camden, N. J. By whom New York S.B. Co. When 1916 2  
 Boilers, when made (Main) 1916 (Donkey)  
 Owners Pocahontas S.S. Co. Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 Port Wilmington Voyage Norfolk  
 Managers  
 If Surveyed ~~XXXXXX~~ in Dry Dock Yes Particulars of Classification (which must be inserted  
 (State name of Dock.) Bethlehem Steel Company precisely as in Register Book & Supplements).  
Simpson Yard

st Report No. Port  
 Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides 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.

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.

Is a damage report made by anyone else? If so, by whom? Yes  
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes  
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes  
 Did the Surveyor examine the drain plugs of the Main Boilers? Yes  
 Did the Surveyor examine all the mountings of the Main Boilers? Yes

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?

Latest date of internal examination of each boiler 8-5-42

Is the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Is the shaft now been changed? No If so, state reasons.

Is the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Date of examination of Screw Shaft 9-5-42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Was 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.

REMAINS TO BE DONE TO COMPLETE

SURVEY: L.P. cylinder, crankshaft, main bearings, crankpin bearings, attached feed and bilge pumps,

auxiliary feed pump, ballast pump and general service pump, pumping arrangements, sea valves,

electric light generators and wiring to be examined.

PARTIAL SPECIAL MACHINERY SURVEY: MAIN ENGINE: H.P. cylinder, piston and rings examined. M.P.

cylinder examined, bored and a hood piston fitted, new diameter 37-5/8". H.P. valve chest and

valve examined and rings adjusted. M.P. valve chest bored and valve rings renewed. L.P. valve

chest and slide valve examined and surface of/cover planed. All eccentric straps removed, four

eccentric sheaves machined and all straps remetalled. Thrust shaft examined, all shoes removed

and examined. I.P. crosshead go-ahead slipper remetalled and piston rods skimmed up. Main air

pump opened up, examined, valve seats faced and valve discs renewed. Main condenser examined. (Cont'd)

General Observations, Opinion, and Recommendation:— The boilers and machinery of this vessel

(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.E.M.S. 9,11, \*L.M.C. 9,11, or

\*L.M.C. 140 lb., F.D., &c.)

CS 3,34,

are in good and safe working order and in the opinion of the undersigned eligible to remain as now

classified in the Register Book, with fresh records of Tailshaft seen (CL) 5,42, B.S. 5,42 and LMC

with date on completion of survey.

Survey Fee (per Section 29) £ \$ 100.00

Special Damage or Repair Fee (if any) £ : : Fees applied for

(per Section 29.) £ : : 21-5 19 42

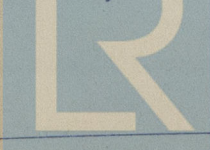
Travelling expenses (if chargeable) £ : 2.00 Received by me, 19

Committee's Minute NEW YORK MAY 27 1942

Assigned As now

M. S. Hartley B. S. 5,42 T. S. 5,42

Thomas J. Davis  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

Foundation

UK 137-011112

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

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



## S.S. "WILLIAM H. MACHEN"

VESSEL PLACED IN DRY DOCK: Sea valves overhauled and examined. Tailshaft drawn inboard and examined. Stern bush rewooded. Propeller blade nuts hardened up and cemented.

ANNUAL BOILER SURVEY: Two main boilers examined internally and externally. STARBOARD

BOILER: Three staybolts renewed in inboard combustion chamber and one tube renewed.

PORT BOILER: Three staybolts renewed in outboard chamber and two bolts renewed in inboard chamber. Safety valves and mountings overhauled and examined. Steam pipes

examined in place. Safety valves adjusted to requisite pressure under steam.

*Thomas Davis*



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*Arld.*  
*MS partly held.*

*Amend 17 g.l. dtd. 8 37 5*  
*2/6/42*