

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

(Received at London Office WED 7 JUN 1921)

Date of writing Report May-6th-1921 When handed in at Local Office May-6th-1921 Port of Galveston, Texas.

No. in Reg. Book 6040 Survey held at Galveston, Texas. Date, First Survey March-29th Last Survey Apr-27th-1921.

on the Machinery of the ~~Wood~~ Steel Screw Steamer "MIDDLEBURY" Master F. H. Thompson

Tonnage { Gross 2585  
Net 1469 Vessel built at Wilmington, Del. By whom The Pusey & Jones Company, When 1918 YEAR MONTH 7

Registered Horse Power { 2 Engines made at Trenton, N. J. By whom DeLaval Steam Turbine Co When 1918

No. of Main Boilers 2 Boilers, when made (Main) 1918 (Donkey) ✓

No. of Donkey Boilers ✓ Owners United States Shipping Board Port Wilmington, Del. Voyage Cuba

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Drydock, (State name of Dock.) Galveston, Drydock

in 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.	No. of Boilers surveyed.	Machinery and Boiler Surveys (including date of N.A., if any).
<u>700 A 1 5, 20.</u>		<u>7, 18.</u>

Last 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 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.

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. Copy enclosed Was a damage report made by anyone else? If so, by whom? American Record Surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Not examined.

Do. " Donkey " " " " " ✓

this was not done, state for what reasons? ✓

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? 200 lbs.

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

Has the shaft now been changed? NO. If so, state reasons ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16"

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

Propeller removed and tail end shaft drawn in. Propeller found in order.

Tail end shaft pitted and grooved at the inside edges of brass liners 1/16" to 1/8" deep:- Tail end shaft cleaned, well covered between the liners with red lead and canvas and served with marline.

Tail end shaft put back in position, coupled up and propeller refitted:- The following repairs have recently been effected:-

Main Turbine:- New Rotor complete with Monel metal blades; new set stationery buckets, rings, new set ahead nozzle block; new set Rotor bearings; Turbine thrust bearings, New set; New set carbon packings; new set Diaphragm Labyrinth Packings; new set stationery astern buckets; new live discs for Governor Valves; Maneuvering valves overhauled; Emergency trip valves overhauled;

Steam strainer overhauled:- Boilers:- Every third U bend removed from superheaters and holes plugged. Main and auxiliary stop valves overhauled, safety valves overhauled and new springs fitted. A

few leaky stays caulked, blow off pads welded:- Main condenser:- Re-tubed and tested:- Auxiliaries and pumps and Ballast pumps overhauled:- These repairs were effected and tested out, running at

several Observations, Opinion, and Recommendation:— (Continued on the other side)

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 Machinery of this vessel as far as seen is in a safe working condition

and eligible in my opinion to be continued as classed, without fresh record of survey.

Fee (per Section 28)..... £ : : Fees applied for May-6th-1921

Damage or Repair Fee (if any)..... and £ : :  
Certificates of Seaworthiness \$75.00 Received by me, 10  
Printing Expenses (if chargeable)..... £ : : 2.50

J. B. Grant  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAY 17 1921

signed As now  
1.5.4.21



Lloyd's Register Foundation

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS

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

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

S. S. "MIDDLEBURY" continued #1079.

full speed, to my satisfaction. The main turbine run smoothly without any vibration and maneuvered with ease.

*J. B. Grant*  
Engineer Surveyor to Lloyd's Register.

REMAIN

REMAIN

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*Remnants examined & a number of repairs effected & machinery*

*It is submitted that this vessel is eligible to remain as CLASSED.*

*S. K. 2*

*[Signature]*  
*9/12/21*



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