

(Received at London Office) WED 27 JUN 1951

WED. 7 JUN. 1921

Date, First Survey March-29th Last Survey Apr-27th-1921.

(No. of Visits 6

Vessel built at Wilmington, Del. By whom The Pusey & Jones Company, When 1918
Engines made at Trenton, N. J. By whom DeLaval Steam Turbine Co, When 1918

Boilers, when made (Main) 1918 (Donkey)

Owners United States Shipping Board Port Wilmington, Del. Voyage Cuba

If Surveyed Afloat or in Dry Dock Drydock,
(State name of Dock.) Galveston, Drydock

Particulars of Examination and Repairs (if any)

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*).

Years Assigned new expired.	Machinery and Water Surveys (including date of N.D., if any)
	L. M. C.
	7, 18.

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

Do.	"	Donkey	"	"	"	✓
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this was not done, state for what reasons?

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

to 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?

Q. the Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **200 lbs.**

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒ , and of the Donkey Boiler? ☒

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

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

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

shaft now been changed? NO. If so, state reasons ☒

he shaft now fitted new? ☒ Has it a continuous liner? ☒ OR two liners? ☒ or is it without liners? ☒

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

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.

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

aft put back in position, coupled up and propeller refitted:- The following repairs have recently

en effected:- Main Turbine:- New Rotor complete with Monel metal blades; new set stationery buck
rings, new set ahead nozzle block; new set Rotor bearings; Turbine thrust bearings. New set: New

et 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;

dam strainer overhauled:- Boilers:- Every third U bend removed from superheaters and holes plug

1. Main and auxiliary stop valves overhauled, safety valves overhauled and new springs fitted. A

✓ 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

General 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 $\frac{1}{2}$ 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

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 \$
(per Section 25.)
Certificates of Seaworthiness \$75.00 Received by me,
ing Expenses (if chargeable).....\$
2.50 19

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

mittee's Minute New York MAY 17 1921

signed As now
T.S.H. 21

W1392-0124

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.

RECEIVED

RECEIVED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Lowell's examd & a number of repairs effected & machinery

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

B. K. 21

9/6/21



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