

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

(Received at London Office 10 MAR 1944)

Date of writing Report 5th February 1944 When handed in at Local Office 7th Feb. 1944 Port of New York

No. in Survey held at New York Date, First Survey 27th Dec. Last Survey 30th December 1943

Reb. Book 33576 on the Machinery of the WESSEX Docks Steel M.V. "SOUTH AMERICA" (No. of Visits 2)

Tonnage { Gross 6246 Vessel built at Nakskov By whom A/S Nakskov Skibs Year. Month. When 1931 4
 Net 3646 Engines made at Copenhagen By whom Akt. Burmeister & Wain When 1931
 Nominal Horse Power 543 Boilers, when made (Main) - (Donkey) 1931
 No. of Main Boilers - Owners The Texas Co. (Norwegian A/S) Owners' Address - (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers H.C. Mathiesen Port Oslo Voyage -
 Steam Pressure - in Main Boilers -
 in Donkey Boilers 170 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 (State name of Dock) Bethlehem Steel Co., 27th St., Brooklyn, N.Y.

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Dkg., CS

(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.)

In 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? -

" " Donkey " " " No

If this was not done, state for what reasons? -

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

Also 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) Good

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 Boilers? -

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P&S 5/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

NOW DONE: Vessel placed in dry dock, P&S propellers, stern bushes and their fastenings, shell fastenings of sea connections, examined and found or now placed in good condition.

Examined for LMC CS: Port starting air tank examined internally with valves and mountings and found good.

The Pumping arrangements examined and found good.

Remaining to complete LMCCS: All starting air bottles to be examined, examined.

Steam Condenser and its pumps - Port main engine independent/- Oil fuel injection and transfer

pumps - Pumps driven by main engines - Pumps in the pump room. Steam pipes over 3" (if any) to test.

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

(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, in good condition and eligible in my opinion to be continued as classed with fresh record of LMC CS

with date when the survey has been completed.

Survey Fee (per Section 29) \$ 15.00 Fees applied for Feb 19 44
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : : Received by me, -

Committee's Minute Assigned as now

NEW YORK FEB 16 1944

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.
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W261-0005

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

C.P. advanced.

To complete the S.S. no 3 dms 443 ^{1,45}
Examine those parts as stated
in hys 44-23 (except pumping
arrangements)

Without special condition

4 Run

Lo. 3.44



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