REC'D NEW YORK JUN 10 1940

No. 1703

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

(Received at London Office AUG 19 1940)

riting Report 5th June 19 40 When handed in at Local Office 5th June 19 40 Port of MOBILE, ALABAMA

Survey held at NEW ORLEANS, La. Date, First Survey 1st June Last Survey 3rd June 19 40 (No. of Visits)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S."EGLANTINE"

Gross 6325
Net 4656
r 359
Boilers
y Boilers
sure—
oilers
Boilers

Vessel built at Seattle, Wash. By whom Skinner & Eddy Corp. When (Year. Month.) 1919
Engines made at Hamilton, Ohio By whom Hooven, Owens, Rentschler. When
Boilers, when made (Main) - (Donkey) -
Owners LYLE SHIPPING COMPANY LTD. Owners' Address - (if not already recorded in Appendix to Register Book.)
Managers - Port Voyage
If Surveyed Afloat ~~or~~ & in Dry Dock Chalmette Slip, Todd Johnson D.D.Inc. (State name of Dock.)

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).

eport No. Port

ulars of Examination and Repairs (if any) Condition and Classification

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the epairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ng detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Survevor has not made a special damage report he is required to state whether he his services for this purpose, and why they were declined -

age report made by anyone else? If so, by whom? -

yor personally go inside each Main Boiler separately and make a thorough examination at this time? port only

" Donkey " " " -

t done, state for what reasons? Centre and starboard boilers under steam.

ts of the Boilers could not be thus thoroughly examined? -

cial means, in the absence of internal examination, were adopted by the assure himself of the thorough efficiency of those parts of each Boiler? -

ate of internal examination of each boiler Port 2/6/40 Present condition of funnel(s) good

yor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? -

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

or examine all the manholes, doors and their fastenings of the Main Boilers? - , and of the Donkey Boilers? -

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

or examine all the mountings of the Main Boilers? no , and of the Donkey Boilers? -

aft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? L.V.

been changed? no If so, state reasons -

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? -

xamination of Screw Shaft 1/6/40 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

Surveyor examine the generators, motors, switchgear, cables and fuses? no

tion resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? -

is not complete, state what arrangements have been made for its completion and what remains to be done to complete the survey all the quirements to be complied with excepting the examination of the sea connections.

placed on dry dock, examined the propeller, fastenings of the stern bush, the sea connections r fastenings and found in order.

haft, continuous liner, drawn, examined, found in order and replaced.

rt boiler was examined internally and found to be clean and in good condition. The two remain- ilers were examined under steam and found to be sound and tight and in apparent good order.

in engines and all auxiliaries were superficially examined and all parts apparently well main- and in good working condition. The engine room log books were scrutinized and no delays breakdown were noted.

al Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as

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 ny 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, ✠ L.M.C. 9,11, or LMC 140 lb., F.D., &c.) CS 3,34,

appears to be in good condition and record of TAIL SHAFT LAST SEEN 6,40 to be noted in the er Book when the Special Survey has been carried out and completed.

(per Section 29) £ : :
age or Repair Fee (if any) CHARGED. £ :
er Section 29.)
xpenses (if chargeable) £ : :

Fees applied for 19
Received by me, 19

NEW YORK JUL 24 1940

ttee's Minute
ed Classification contemplated
L 6.40

T. G. Wood.
Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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W30-0077

Noted.

20/6/40

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