

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

(Received at London Office LB-1 137)
 Date of writing Report Nov. 29, '40. When handed in at Local Office Nov. 29, '40. Port of Newport News, Va.,
 No. in Survey held at Newport News, Va. Date, First Survey Nov. 13, Last Survey Nov. 25, 1940.
 2029 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "CHARLES PRATT" (No. of Visits 4.)

Age } Gross 8982
 Net 5644 Vessel built at Newport News, Va. By whom N.Ns.S.B. & DD.Co. When 1916 - 3
 Engines made at Newport News, Va. By whom N.Ns.S.B. & DD.Co. When 1916 - 3.
 Nominal Horse Power 628
 of Main Boilers 3 Boilers, when made (Main) 1916 - 3 (Donkey)
 Owners Panama Transport Co. Owners' Address Panama. Voyage Freetown, S. Africa via Aruba.
 of Donkey Boilers Managers N.Ns.S.B. & DD.Co.
 Steam Pressure 200. Surveyed Afloat or in Dry Dock Yes (State name of Dock.) N.Ns.S.B. & DD.Co.
 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.	Machinery and Boiler Surveys (including date of N.E. if any)
*100-A-1 10.39	*LMC. 3.37
"Shelter deck with freeboard".	B.S. 4.39
ss.N.Yk.No.3-8.28	T.S.(CL) 8.12.37
ss.Gal.No.2-37	P.10.38
Carrying Pet. in bulk; fitted for oil fuel 3.16 F.P. above 150°F.	

Previous Report No. Port Part M.S.
 Particulars of Examination and Repairs (if any) S.S., Rps. & Dock.
 Periodical surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarized at the end of the report. State also the names 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
 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? Yes.
 " " Donkey " Not to be used.
 Was not done, state for what reasons? Not to be used.
 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 Nov. 14, 1940 Present condition of funnel(s) Good.
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 204 lbs per sq
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers?
 Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers?
 Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers?
 Has screw shaft 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? No.
 Has shaft now been changed? Yes. If so, state reasons Body worn in way of stern tube packing.
 Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.
 Date of examination of Screw Shaft Nov. 14, 1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32".
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.
 Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.
 Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.
 If survey is not complete, state what arrangements have been made for its completion and what remains to be done

The main boilers opened up and examined throughout - condition good. All heating surfaces cleaned and scaled. All boiler mountings opened up, overhauled, examined and refitted in place. Manhole doors and fastenings good. Drain plugs good. The safety valves have now been adjusted to blow at 204 Lbs. per square inch.
Vessel placed on dry dock. Starboard propeller shaft drawn and examined. Liner found badly worn in way of stern tube packing and a new spare shaft with continuous liner stamped 4168-01.85 R. 293D2. 616 E A.B. 4-28-36 fitted to vessel. Starboard stern tube renewed. Stern bush relined and fitted to new stern tube.
Fit of propeller on propeller shaft tested and found good. Propeller good. Port propeller, after end stern bush good. Shaft down 3/32". All sea cocks and valves opened up, cleaned,
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.S.M.S. 9.11, L.M.C. 9.11, or CS 2.34, 140 lb., F.D., &c.)
As far as seen, are now in good order, eligible in my opinion to remain as classed and have fresh record of survey B.S. 11.40, starboard propeller shaft new 11.40 and M.S. with date on completion of the survey.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Fee (per Section 29) Boilers..... \$45.00
Tail shaft..... \$20.00
Damage or Repair Fee (if any) Pt. MS. \$30.00
new stern tube..... \$20.00
 Expenses (if chargeable) £

Fees applied for 4/12/ 19 40.
 Received by me, [Signature] 19

Committee's Minute Deferred for board L.M.C. - M.S.
B. S. 11, 40. S. T. S. N. 11, 40.

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

Lloyd's Register Foundation
 W373-0133



Insert Character of Machinery precisely as in the Register Book

S/S "CHARLES PRATT"

overhauled and refitted in place. Port and starboard bilge injection valve bodies now renewed. Old brass grids and rubber valves refitted to new bodies.

Cover for starboard main injection valve now renewed. Pump room sea valves opened, overhauled, examined and refitted in place.

Fuel oil service pumps, heafers, pipe lines and furnace front fittings examined under working conditions and found in good order.

REPAIRS:- Part M.S:-

Port Engine:- H.P. crank pin brasses remetalled and adjusted to crank pin.

L.P. top end brasses remetalled and adjusted to pins. L.P. balance cylinder bored out and new piston and packing rings fitted.

Relief ring on back of L.P. slide valve overhauled, lined up and refitted in place.

I.P. ring carrier removed: grooves trued up and new rings fitted. Cylinder walls good. New rings fitted to L.P. piston. M.P. & L.P. cylinders examined.

Main engine stop valve opened up and examined. Valve now ground in.

Valve spindle trued up and gland and neck bushes renewed. Main condenser doors removed - condenser tested and a few tubes renewed.

Joints renewed and doors refitted in place. Air pump levers removed - all loose rivets in spool pieces removed and renewed. Stays between levers renewed.

New keys fitted to lever shaft. Forward bilge pump body renewed. Neck bush renewed.

Starboard Engine:-

Relief ring on back of L.P. slide valve removed, overhauled, lined up and refitted in place. I.P. ring carrier removed; grooves in same trued up and new rings fitted in place. Cylinder walls good.

H.P. & L.P. pistons opened up, cleaned, overhauled and examined. Cylinders examined.

Main engine stop valve opened up, examined and valve now ground in. Valve spindle trued up and gland and neck bushes renewed. Main condenser tested - a few tubes renewed.

Joints renewed and doors refitted in place. Air pump levers disconnected and removed. All loose rivets in spool pieces removed and renewed. Stays between levers renewed. New keys fitted to lever shaft.

Three (3) fuel oil heaters removed from vessel, cleaned, tested and refitted on board. Slide valve cover for after fuel pump now renewed.

Forced draught fan and engine overhauled. Loose rivets in vanes renewed and vanes faired up. Fan shaft built up by welding, machined and coupling refitted.

Telemotor in steering gear engine room overhauled. Guide spindles renewed and plunger packing renewed. System recharged with glycerine and water 50% each.

Gear tested out and found satisfactory.

Defective wiring to navigation lights, foremast and mainmast lights overhauled and part renewed.

Wiring and fittings together with lights on samson posts now renewed.

Main cargo pump room wiring and lights repaired and lights renewed.

All circuits tested out and found to be in good working order.

Noted.

It is not clear from the report what
remains to be examined to
complete the Red Pineery
Survey. Submitted the
Surveyor be asked for the
information.

It is noted that this
vessel WILL BE eligible
for the record 11. 460
on completion.

WJA
14/2/41.



© 2020

Lloyd's Register
Foundation