

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

TUE. 17 MAY. 1921

(Received at London Office)

Survey held at Mar. 31st 1921 When handed in at Local Office March 31st 1921 Port of New York
 on the Machinery of the Wood, Iron or Steel Actuance IV Master W. A. ...
 Gross 2124 Vessel built at Mantoloking By whom Mantoloking S.B. Co When 1917-9
 Net 1668 Engines made at Auburn, N.Y. By whom W. S. ... When 1921-3
 Boilers, when made (Main) Donkey 1917
 Owners Actuance N.H. Inc. Port New York Voyage Mexico
 If Surveyed Afloat or in Dry Dock Ullman Iron Works D.D. 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 or not assigned.	Machinery and Boiler Surveys (including date of N.B., if any).
NE 12-19		L.M.C. 11-19
		OIL ENGINE

No. 150 Port New York
 of Examination and Repairs (if any) **NE**

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

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 not. Was a damage report made by anyone else? If so, by whom?

Will you go inside each Main Boiler separately and make a thorough examination at this time? No.

Boilers could not be thus thoroughly examined? Not due for Survey

In the absence of internal examination, were adopted by the vessel itself of the thorough efficiency of those parts of each Boiler? Yes

Were the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

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

Were all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Were the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Were all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Have been drawn and examined? Now new Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Have been changed? Yes If so, state reasons Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Have been new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

Have been new ligament vite of stern bush and top of after bearing of screw shaft? New bushes: a good fit.

State what arrangements have been made for its completion and what remains to be done? Survey complete.

Boiler motors now taken out of vessel and two new W. S. ... cycle reversible Diesel engines now installed upon ceilings of approved N.S. 17.1.1920. Old propeller shaft, stern tube and fittings removed and new ones, stern tube and stern tube fittings of approved design and tested material placed. New stern bushes and after bearings made & fitted. Two new 11/2" dia shafts fitted with continuous liners & stamped LLOYD'S N° 712. 13.12.20. C.F.H. Two new solid bronze propellers, 3 bladed 8'0" dia and 6'5" pitch & 21.6 ft area.

A new air operating tank 5H x 12 and 16'0" long of approved design (6.24.20 A.L.) placed. Tank has now been securely attached to after peak bulkhead. The tank of a working pressure of 300 lbs per sq inch has been tested by hydraulic pressure to 400 lbs. Stamped LLOYD'S TEST 450 lbs. W.P. 300 lbs. 15.11.20. C.F.H. Fitted with safety valve & adjusted to blow at 300 lbs per sq inch. A suitable drain cock has been provided.

Observations, Opinion, and Recommendation: The main motors of this vessel have 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 as required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, R.S. 9.11, R.&M.S. 9.11, or L.M.C. 9.11.

Under Special Survey and in accordance with the Rules & approved plans have been efficiently fitted onboard, tested under working conditions & found to be in my opinion eligible for the notation of +L.M.C. + N.E. 3-21 & propellers 21 in the Register Book. The oil engines to be surveyed annually. N.H.P. 188 Total

21 in the Register Book. The oil engines to be surveyed annually. N.H.P. 188 Total

Fees applied for 27 Apr. 1921
 Received by me, J. Hudson
 Engineer Surveyor to Lloyd's Register of Shipping.

APR 26 1921
 New York

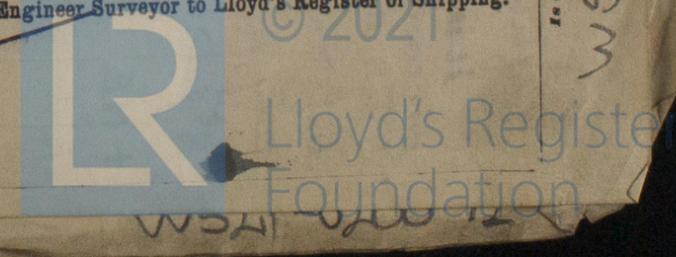
+ L.M.C. 3-21 subject
 + N.E. 3-21 T.S. 3-21

CERTIFICATE WRITTEN 26/5/21

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

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

W 521-0200 112



New Twin Screw Diesel Enggs
fitted.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD + LMC 3.21
Oil Engines 4 S.C.S.A. (annual Survey)
12 Cy 16 1/2" - 24" 200 NHP
Mc Intosh & Seymour, Auburn N.Y.
+ NE 3.21 DB 15076.
Both S New 3.21

RM
21/5/21

TUE. 17 MAY. 1921

New York

Continuation of Report No. 20225 dated March 31st 1921, on the

Twin screw oil fueled vessel "Actuako IV".

is fitted to this receiver. The original steam driven aux. air compressor has now been coupled up to this tank and a small compressor fitted to the electric light engine is also arranged to supply compressed air to this tank. In completion of this work the engines were tested under working conditions and operated successfully in either direction. Spare gear considerably in excess of rule requirements has now been placed on board. A steering gear of the "Hyde" hydro-electric type has now been fitted and under working conditions and found to work well.

Testings of the Sea Connections manometer and found satisfactory.

P. M.



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