

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

TUE. 17 MAY. 1921

Survey held at Jersey City, N.J. Date First Survey March 31 - 1921 Port of New York  
on the Machinery of the Wood, Iron or Steel By whom Manitowoc S.B. Co. Master W. Anderson  
Gross 2124 Vessel built at Manitowoc By whom Manitowoc S.B. Co. When 1917-9  
Net 1668 Engines made at Auburn, N.Y. By whom McSweeney & Seymour When 1921-3  
Boilers, when made (Main) Donkey 1917  
Owners Achuaque 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).

Vo. Port of Examination and Repairs (if any) N.E. 100.A.I. L.M.C.  
12-19 11-19  
OIL ENGINE

When held, must be reported in detail and serially in the terms of the Rules. State clearly 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?

Go inside each Main Boiler separately and make a thorough examination at this time?

Boilers could not be thus thoroughly examined?

In the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler?

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

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

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

Examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Examine all the mountings of the Main Boilers? and of the Donkey Boiler?

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

Changed? If so, state reasons. Has it a continuous liner? or two liners? or is it without liners?

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

Examine ligament vices 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? Surveys complete.

Boiler motors now taken out of vessel and two new McSweeney & Seymour 4 cycle reversible Diesel Engines now installed upon bearings of approved

N.S. 17.1.1920. Old propeller Chris. Stern tube and fitting removed and new

Chris. Stern tube and Stern tube fitting of approved design and tested material

placed. New Stern bushes and after bearings made & fitted. Two new 100 lb. Chris.

fit fitted with continuous liner & stamped LLOYDS N° 712. 13.12.20. C.T.H. Now

two new solid bronze propellers, 3 bladed 8'0 dia and 6'5 pitch & 21.6 ft area

A new air operating tank 54" dia 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 LLOYDS TEST 400 lbs. W.P. 300 lbs. 15.11.20. C.T.H. Fitted with

capable valve & adjusted to blow at 300 lbs per sq inch. A suitable drain cock has been

made. 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

on required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, 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 on board, tested under working conditions & found

The vessel is 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

250.00 Fees applied for 27 Apr. 1921

104.00 Received by me, 19

46

Engineer Surveyor to Lloyd's Register of Shipping.

APR 26 1921

+ L.M.C. 3-21 subject

+ N.E. 3-21 T.S. 3-21

CERTIFICATE WRITTEN

Lloyd's Register Foundation

New Twin Screw Diesel Engs  
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  
6 Oil Engines 4 S.C.S.A. (annual Survey)  
12 Cy 16 $\frac{1}{2}$ " - 24" 200 NHP  
Mc Intosh & Seymour, Auburn N.Y.  
+ NE 3.21 DB 15076.  
Both S New 3.21

Re M  
21/5/21



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TUE. 17 MAY. 1921

New York

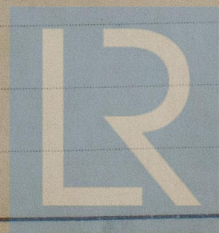
Continuation of Report No. 20225 dated March 31<sup>st</sup> 1921, on the

Two screw oil engine vessel "Aetna IV".

is fitted to this receiver. The original steam driven aux. air compressor has 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. Completion of this work the engines were tested under working conditions 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 & under working conditions and found to work well.

Connections of the sea connections examined and found satisfactory.

P. M.



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