

REC'D NEW YORK *Dec. 26-1918*

No. 724

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

(Received at London Office)

Survey Report Dec-14th- 1918 When handed in at Local Office Dec-14th- 1918 Port of Galveston, Texas,

Survey held at Galveston, Texas. Date, First Survey Dec-8th- Last Survey Dec-14th- 1918

on the Machinery of the ~~XXXXXX~~ Steel Screw Steamer "WAR ARYAN" Master R. Parker.

gross 5393 Vessel built at Glasgow By whom Harland & Wolff, Ltd. When 1918 11

net 3360 Engines made at Glasgow By whom Harland & Wolff, Ltd. When 1918

Boilers 3 Boilers, when made (Main) 1918 (Donkey)

Boilers 3 Owners Anglo American Oil Co., Ltd. Port London Voyage Falmouth for Orders

Boilers 180 If Surveyed Afloat or in Dry Dock Afloat

Boilers Pier "36"

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.	Year Assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 11.18.		+LMC 11.18.
<i>(Class continued)</i> <i>bar. oil fuel in tank + Cabon 150</i>		

Port No. Port
ars of Examination and Repairs (if any) H.P.C. Liner

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

es 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
Copy enclosed Was a damage report made by anyone else? If so, by whom? No.

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

" Donkey " " " "

ne, state for what reasons?

the Boilers could not be thus thoroughly examined?

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

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

examine 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?

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

hanged? If so, state reasons

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

etween lignum vitae of stern bush and top of after bearing of screw shaft?

omplete state what arrangements have been made for its completion and what remains to be done? Complete.

Survey held for making examination of the H. P. cylinder liner.

On examination found that the liner in the H. P. cylinder had moved around,

alf of the steam ports; the port side of the liner, piston rings and piston were found

ed:- It was recommended that the liner be drawn right out of the cylinder, replaced in its

tion and pinned:- The cylinder to be gauged to ascertain if it was in alignment:- Piston

n the lathe and tested:- The skin on the liner, piston rings and piston in the way of

were scored to be broken:- These recommendations were carried out and completed to my

1.

ervations, Opinion, and Recommendation:—

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
n required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,10, B.&M.S. 9,10, or L.M.C. 9,10,
(&c.)

The machinery of this vessel as far as seen is in a safe working condition

in my opinion to be continued as classed, subject to the Liner in the H. P. Cylinder

and a new set of piston rings supplied.

Fee (if any) \$25.00
argeable) \$ 2.00

Fees applied for
Dec-14-1918
Received by me,
Dec-13-1918

J. B. Grant
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

minute New York DEC 31 1918
Deferred



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

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

Repairs to H.P. cylinder

*It is submitted that
this vessel is eligible to
remain as **CLASSED**,
subject to the H.P. cylinder liner
being renewed, and a new
set of piston rings supplied*

JHR

27/1/19

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.



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