

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

(Received at London Office 2 JUL 1929)

Date of writing Report 29th June 1929. When handed in at Local Office 1/7 19 19 Port of Antwerp.

No. in Reg. Book. Survey held at Antwerp Date, First Survey And Last Survey 28th June 1929. (No. of visits 1.)

80553. on the Machinery of the Wood, Iron or Steel 1/2 "OKLAHOMA"

Tonnage { Gross 4660. Net 2889. Vessel built at South Shields. By whom J. Readhead & Sons, Ltd. When 1917-2.

Nominal Horse Power 443. Engines made at do. By whom do do. When 1917.

No. of Main Boilers 3. Boilers, when made (Main) 1917. (Donkey) none.

No. of Donkey Boilers 1. Owners Cie. Gen. Transatlantique. Owners' Address Port Havre. Voyage Martinique.

Steam Pressure in Main Boilers 180. Managers If Surveyed Afloat or in Dry Dock Hauger N°10. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 6212 Port Havre.

Particulars of Examination and Repairs (if any) Condition repairs + 100 A.1. Shell's dk. with freeboard 6.5.9 10.28

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In 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? No.

Do. " Donkey " " None.

If this was not done, state for what reasons? Not due.

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the shaft 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?

State the distance betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Now done:- The first length of tunnel shaft adjoining the Thrust shaft has now been renewed, along with all its bolts. It is marked N°1168, C.B. 24.6.29. See forging report herewith attached. The old length of shaft was badly split over a length of 3'-0" near one of the couplings.

Condition good.

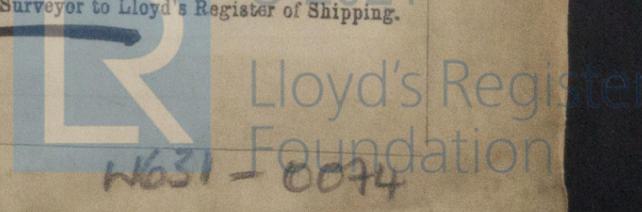
General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good Condition, & eligible in my opinion to remain as now classed without fresh record of survey.

Survey Fee (per Section 28) 2
Condition Frances 350-
Special Damage & Repair Fee (Clause 14) (per Section 28.) Taxe 7
Subsistence Expenses (if charged) 7

Fees applied for 1/7 1929
Received by me, 19

A. L. Pidditch
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 9 JUL 1929
Assigned As now



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

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

W631-0074

*A defective intermediate
Shaft renewed*

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 to
remain as CLASSED.*

*GA
8/7/29*

[Faint, mostly illegible handwritten notes in the main body of the report, including phrases like "The vessel is", "The machinery is", and "The hull is".]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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