

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

Date of writing Report July 18<sup>th</sup> 1922 When handed in at Local Office July 18<sup>th</sup> 1922 (Received at London Office MON. SEP. 11 1922)  
 No. in 1 Book. Survey held at Newport News, Va. Date, First Survey June 26 Last Survey July 6<sup>th</sup> 1922  
 3080 on the Machinery of the ~~Wood, Essex~~ Steel S/S "ELIZABETH" ex "MACOMET" (No. of Visits 3)

Displacement { Gross 3483  
 Net 2113  
 Registered - 293  
 Horse Power 190  
 of Main Boilers 2  
 of Donkey Boilers 1  
 Steam Pressure 190  
 in Main Boilers 190  
 in Donkey Boilers 190

Vessel built at Wilmington, Del. By whom Bethlehem S.B. Corp. La. When 1919-12  
 Engines made at Wilmington, Del. By whom Bethlehem S.B. Corp. La. When 1919-12  
 Boilers, when made (Main) 1919  
 Owners A.H. Bull & Co.  
 Port New York (Donkey) ✓ Voyage New York  
 Surveyed Afloat or in Dry Dock Yes  
 (State name of Dock.) N.N.S. & D.D. Co.

Last Report No. Port  
 Particulars of Examination and Repairs (if any) Classing: part L.M.C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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?

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

Do. " Donkey " " " " "

his was not done, state for what reasons?

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?

the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 190 lbs

the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? ✓

screw shaft now been drawn and examined? Yes

Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

shaft now been changed? No If so, state reasons

the shaft now fitted new? No

Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

[To complete the Survey - Main Engines to be examined through shaft.]

Vessel placed on dry dock. Propeller shaft drawn and examined, condition good. Shaft fitted with 3 liners; apparently the joints of these are half lap. Stern bush and propeller good. Shaft down 1/8". Sea cocks and valves opened out, examined and found in good order. Bilge injection valve examined and found in good order. Main condenser examined and tested - good and tight. Doors on same rejointed.

The main boilers opened out and examined internally and externally and found in good condition. Safety valves and boiler mountings, drain -cocks, manhole doors and fastenings examined and found in good order. The boilers now tested by hydraulic pressure to 285 lbs. per sq. inch and found tight and sound. Fastenings of main boilers good and efficient. The scantling of the boilers now checked up with the photostat supplied and found to agree. (See report attached) The safety valves are now blowing at 190 lbs. per sq. inch.

The boilers at the present time are equipped for burning fuel oil and the fuel oil burning system

General Observations, Opinion, and Recommendation:— The boilers and machinery of this (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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Vessel as far as seen, are now in good order, and in my opinion merits the favorable consideration of the Committee for the record of L.M.C. 7.22, subject to the machinery being examined as required by the Rules: propeller shaft seen 7.22, the shaft to be specially examined in way of liner ends before the end of July 1924.

by Fee (per Section 28) £ 19  
 al Damage or Repair Fee (if any) £ 19  
 (per Section 28.)  
 elling Expenses (if chargeable) £ 19

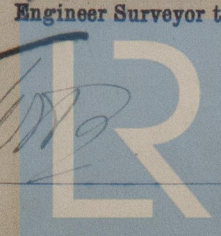
Fees applied for  
19  
 Received by me,  
19

C. J. Hudson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York AUG 22 1922

igned LMC-7.22 subject  
TS-7.22

CERTIFICATE WRITTEN 4-9-22



Lloyd's Register  
 Foundation  
 W66-00812



9a.

of Newport News, Va.

Continuation of Report No. 3609 dated July 18<sup>th</sup> 1922 on the

MS/S "ELIZABETH" ex "MACOMET"

has been examined throughout and found to comply with section 49 of the Rules.  
The system was examined under working conditions and found in good order.  
No portion of the main engines now submitted for examination other than that  
noted above.

*[Handwritten signature]*



© 2021

Lloyd's Register  
Foundation

W660-0018 2