

No. 19546

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

(Received at London Office MON. 3 JAN. 1921)

of writing Report \_\_\_\_\_ When handed in at Local Office 9/12/20 19 20 Port of New York

in Book. Survey held at Hoboken N.J. Date, First Survey 22 Oct. Last Survey 9 Nov 1920

42 on the Machinery of the ~~Wood, Iron or Steel~~ S. 3 MTS "HEWITT" Master 9

Gross 5399 Vessel built at Quincy Mass By whom Fore River Sh Corp. When 1914-9

Net 3395 Engines made at Quincy Mass By whom Fore River Sh Corp. When 1914

Registered Power 448 Boilers, when made (Main) 1914 (Donkey) ✓

Main Boilers 3 Owners Union Sulphur Co Port New York Voyage \_\_\_\_\_

Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both

Pressure 190 (State name of Dock.) W & H Fletcher & Co

Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Allowed or expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100A1. 7-20.</u>		<u>+LMC 2-19.</u>
		<u>T.S. 2-19.</u>
<u>SS N. No. No 1-19.</u>		

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Oil Fuel System. T.S. & REPAIRS

Medical Surveys, 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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? ✓

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Where a boiler was not opened, state for what reasons? not opened for survey

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? ✓

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 the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? ✓ or is it without liners? ✓

Has the shaft now been changed? ✓ If so, state reasons: ✓

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? A good fit

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

How Done: Vessel on dry-dock Propeller, new stern tube fitted and examined tested with after peak pressed up. found satisfactory. Sea-valves and fastenings examined found satisfactory. Tail shaft drawn inboard examined found satisfactory.

Oil fuel system.  
Alterations effected on account of changing from coal to oil burning system.  
Fuel oil pumps and transfer pump fitted with high and low suction from settling tanks, together with fuel oil heaters, strainers and necessary piping and fittings to (P.T.O.)

General Observations, Opinion, and Recommendation: The machinery of this vessel is 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, R.S. 9, 11, E.&N.S. 9, 11, or L.M.C. 9, 11, 14, 15, E.D., &c.)  
is eligible in my opinion to remain as classed, with fresh record of survey T.S. 12-20, with notation fitted for oil fuel 11-20. F.P. above 150° F

Survey Fee (per Section 28) \$ 150.

Damage or Repair Fee (if any) \$ 30.00

Printing Expenses (if chargeable) \_\_\_\_\_

Fees applied for 16/12/20

Received by me, \_\_\_\_\_

Alexander MacWath  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York DEC 14 1920

Signed Deferred 20/11/20



W783-0075 (1/2)

boilers, including oil burners, work carried out to approved plans in a workmanlike and satisfactory manner.

A. Mac Watt

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Oil fuel installation fitted.  
Screw shaft, propeller &  
sea connections examined.  
D.S. due 9.20 to be held  
at Boston U.S.A. shortly.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.  
Fitted for oil fuel 11.20.  
F.P. above 150° F.

5 11.20  
JWA  
18/2/21

REPAIR

REPAIR



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