

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

(Received at London Office)

of writing Report 27<sup>th</sup> Feb. 1919 When handed in at Local OfficePort of Savannah GaSurvey held at Charleston & Savannah Date, First Survey 12<sup>th</sup> Dec. 19 Last Survey 7<sup>th</sup> Feb. 1919Machinery of the Wood, Iron or Steel Ans. Zinc screws 4 in. dia. "Verdun" Master P. L. LuskGross 1859.19 Net 1221.21 Vessel built at Savannah Ga By whom Law Eng. & Construction Co. When 1918. 10.Engines made at Oakland Cal. By whom Skandia Pac. Oil Eng. Co. When 1918.Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) ✓ 1918Donkey Boilers 1 x Owners French Government Port Hause Voyage HausePressure—✓ If Surveyed float & in Dry Dock Charleston NavyDonkey Boilers 1 x (Sta name of Dock.) Yard & Trier.Report No. Port Particulars of Examination and Repairs (if any) L.M.C.

Local 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 as being detailed in the body of the report should be briefly summarised at the end of the report. State also the date and initials of any letters respecting the case.

Where cases where the Surveyor has made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?

Was damage report made by anyone else? If so, by whom?

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

Do: " " " "

was not done, state for what reasons?

What parts of the Boilers could not be 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?

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

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

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

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

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

Screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Shaft now been changed? No. If so, state reasons ✓

Shaft now fitted new? No. Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

The distance between lignus vite of stern bush and top of after bearing of screw shaft? 9/16"

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

Survey held after vessel left dry dock at Charleston Navy Yard Charleston Sc. as

Starboard engine was running badly and shafting apparently out of line.

On trial of Engines found: Port engine running satisfactory for a period

of 5 hours continuous. Star engine fired up on Nos. 2 & 3 main bearings and

Nos. 1 & 2 bottom end brasses.

Recommended: Starboard engine shafting to be disconnected and properly

lined. Bottom end brasses to be taken down and retacked.

Engines again tried on trial and found to be running smoothly.

General Observations, Opinion, and Recommendation:— The machinery of this

vessel as now seen is in good condition eligible in my opinion

to be classed as recommended by Surveyor in attendance during

construction.

Fee (per Section 28) £ 8.25.00 Fees applied for 19  
 Damage or Repair Fee (if any) £ 8.39.00 Received by me, 19  
 (per Section 28.)  
 Ling Expenses (if chargeable) £ 8.64.00

Committee's Minute New York MAR 4 1919

Signed As now

TUE. 2-SEP. 1919

TUE. 7-OCT. 1919

Geo. Allan  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

W796-0028

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

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



Engines adjusted after vessel was  
dry docked.

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.

JWD.  
26/3/19.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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