

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

REC'D NEW YORK April 24-1918

(Received at London Office MON. 3 JUN. 1918)

of writing Report *Apr 15* 19 *18* When handed in at Local Officein Survey held at *San Francisco*Date, First Survey *Mar 22* Last Survey *Apr 8* 19 *18*on the Machinery of the *Wood, Iron or Steel* *S/S La Brea*Master *J. A. Grant*Gross *6945*Net *4257*Indicated Power *435*Main Boilers *3*Donkey Boilers *-*Pressure in Boilers *220*Donkey Boilers *-*Vessel built at *San Francisco*By whom *Union Iron Works Co* When *1916*Engines made at *New York*By whom *General Electric Co* When *1916*Boilers, when made (Main) *1916*(Donkey) *-*Owners *Union Oil Company of Calif* Port *San Francisco* Voyage *Panama*If Surveyed Afloat or in Dry Dock *Dry Dock*

(State name of Dock.)

*Bethlehem S.B. Corp Union Pt*

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned Survey required.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>T100-A-1. 11-17.</i>		<i>4 M.C. 3-16</i>
<i>CAR. PET. in B.H.</i>		
<i>FT in Oil Fuel 3-16</i>		
<i>F.P. also 150° F.</i>		

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

Particulars of Examination and Repairs (if any) *Donkey Repp*

Special 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 the cause of which must be stated should be separated from repairs due to other causes; and repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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?

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

" Donkey " " "

If 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?

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? If so, state reasons

Shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

The distance between lignum vitae of stern bush and top of after bearing of screw shaft? *3/16"*

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

*Examined Propeller fastenings of sea connections, same found in good condition*

*Examined the reduction gearing of main Engine Turbine and found the second speed pinions & gears badly worn and in places broken. Complete new high and low speed gears & pinions have now been fitted.*

*4 air engines thoroughly tested out under working conditions all gearing afterwards carefully examined & found in order.*

## General Observations, Opinion, and Recommendation:—

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, S.S. 9,11, or L.N.C. 9,11, 140 lb., F.D., &c.)

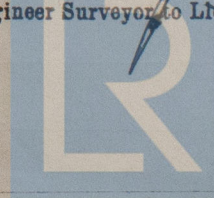
*This vessel is now in safe working condition eligible in my opinion to remain as classed without fresh award.*

Fee (per Section 28) *\$25.00*Special Damage or Repair Fee (if any) *0*Selling Expenses (if chargeable) *0*Fees applied for *Apr. 16 19 18*Received by me, *F. E. Ashford*

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *New York MAY 7 - 1918*Signed *As now*

TUE. 18 FEB. 1919



Lloyd's Register  
Foundation

W982-0193



Complete set of plans &  
specimens now filed.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

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.

S.M.  
17.6.18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register  
Foundation