

REC'D NEW YORK NOV 26 1947

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

(Received at London Office 27 JAN 1948)

Date of writing Report Oct. 16th 1947 When landed in at Local Office Oct. 16th 1947 Port of MOBILE, ALABAMA
 No. in Survey held at Mobile, Alabama Date, First Survey 13th Oct. Last Survey 16th Oct. 1947
 Book on the Machinery of the ~~Wood~~ Steel s.s. "GULFDAWN" (No. of Vols. 4)

Damage { Gross 7096 Vessel built at Chester, Pa. By whom Sun Shipbuilding & D.D.Co. When 1936 -
 Net 4337 Engines made at - By whom - When -
 Nominal Horse Power - Boilers, when made (Main) - (Donkey) -
 of Main Boilers - Owners Sabine Transportation Co. Owners' Address Port Arthur, Tex. (If not already recorded in Appendix to Register Book.)
 of Donkey Boilers - Managers - Port Baltimore (contemplated)
 Main Pressure - If Surveyed Afloat or in Dry Dock Alabama D.D. & S.B.Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Main Boilers -
 in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any)

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 summarized 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.

as 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

" " Donkey " " " " -

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

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 latest date of internal examination of each boiler - Present condition of funnel(s) -

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 Boilers? -

did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

is screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

is shaft now been changed? - If so, state reasons -

is 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 date of examination of Screw Shaft 13 Oct. '47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

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

vessel placed in drydock, propeller, tail shaft, sternbush, outside fastenings, sea valves and blocks examined and all found satisfactory.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel, so far as (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, B&M.S. 9,11, L.M.C. 9,11, or LM C 140 lb., F.D., &c.)

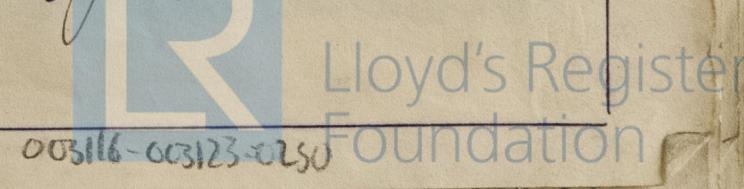
now seen, is eligible in my opinion to be classed with this Society with record of LMC with date and TS (CL) 10,47.

Survey Fee (per Section 29) \$: 50.00
 Special Damage or Repair Fee (if any) \$: :
 Oct. 11 PM Late Fee: 10.00
 Travelling expenses (if chargeable) \$: 3.00

Fees applied for Oct. 17 1947
 Received by me, [Signature]
 19 [Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 assigned L.M.C. 10,47 subject
 T.S. (CL) 10,47.

NEW YORK DEC 30 1947



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

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

003116-003123-0250