

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

(Received at London Office 5 - MAY 1947)

Date of writing Report 1st April, 1947 When handed in at Local Office 1st April, 1947 Port of Galveston, Texas  
 No. in Reg. Book 75891 Survey held at Galveston, Texas Date, First Survey 17th Feb. Last Survey 1st March, 1947  
 on the Machinery of the ~~Wood Iron or Steel~~ S/S "JAMES D. PHELAN" (No. of Visits 14)

Tonnage { Gross 7176 Vessel built at Richmond, Cal. By whom Permanente Metals Corp. When 1943  
 Net 4380 Engines made at Sunnyvale, Cal. By whom Joshua Hendy Iron Works When 1943  
 Nominal Horse Power 634.8 Boilers, when made (Main) 1943 (Donkey) -  
 No. of Main Boilers 2 W.T. Owners Scindia Steam Navigation Co. Owners' Address Port Bombay Voyage -  
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 250 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers - (State name of Dock.) Todd Galveston Dry Docks, Inc.

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) Dkg., TS, LMC

(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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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? -

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

" " Donkey " " " -

If this was not done, state for what reasons? -

and what parts of the Boilers could not be thus thoroughly examined? -

Also 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? -

State latest date of internal examination of each boiler P. & S. 21st February, 1947 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 250 lbs.

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? Yes, 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? Yes, and of the Donkey Boilers? -

Has 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? -

Has shaft now been changed? No If so, state reasons -

Has 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 17/2/47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft bottom half rewooded close fit

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Whilst the vessel was on the drydock, the fastenings of the propeller, the stem tube and the valves were examined and found in order.

Done for BS: The two main boilers together with all mountings opened up, cleaned, examined internally and externally and all placed in good and safe working condition. The boilers afterwards examined under steam, the fire extinguishing appliances and oil burning equipment examined and the overheat and main safety valves adjusted to 230 and 250 lbs. per square inch respectively.

Done for TS: The tailshaft drawn and examined and found in good order and replaced, lower half stern bush rewooded.

Done for LMC: The main engine cylinders, pistons, valves, valve charts, valve gear, piston rods, crossheads and brasses, guides and guide shoes, connecting rods, crank pins and bearings, main bearings (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now (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, BS. 9.11, B.E.M.S. 9.11, \*L.M.C. 9.11, or \*L.M.C. 140 lb., F.D., &c.)

The vessel is in good and safe working condition and is eligible in my opinion to be classed with this category with a record of TS (CL) seen 2,47 and LMC 3,47 (Class Contemplated), subject to spare propeller to supply.

Survey Fee (per Section 29) \$ : :  
 Additional Damage or Repair Fee (if any) \$ : :  
 (per Section 29.)  
 Printing expenses (if chargeable) \$ : :

Fees applied for  
 19  
 Received by me,  
 19

*James Lindsay*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Signed L.M.C. - 3,47  
 T.S. 2,47  
 VTB-250 lbs. (CL) (222 230 lbs.)

NEW YORK APR 16 1947



003434-003443-0161

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

R'pt. 4.  
Date of writ  
No. in  
Reg. Book  
5891  
Built at R  
Engines n  
Boilers m  
Registered  
Nom. Ho  
Trade for  
ENGINE  
Dia. of C  
Crank sh  
ntermed  
tube Sha  
ronze L  
opeller b  
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ANS  
rheater  
the spa  
the pr

ings and journals, the columns, sole plate and holding down bolts, the thrust shaft and bearings, line shaft and bearings, the attached air and bilge pumps all opened up, examined throughout, minor repairs made and all closed up in order.

The ballast pump, circulating pump and engine, the fire and bilge pump, the auxiliary condenser circulating pump, the sanitary pump, the two main feed pumps, the fuel oil transfer pump and the fuel oil service pumps and heaters opened up, minor repairs carried out and all closed up in order. The main and auxiliary condensers opened up, cleaned and tested and found good. The pumping arrangement tested and found in order.

Done for alterations: In compliance with the Rules Fresh Water Regulators (Campbell Type) were fitted at this time to the P & S water tube boilers.

On completion of repairs, the main, auxiliary and electrical installations were tried out under full load and found satisfactory.

Megger tested all electric circuits through vessel and found or made satisfactory. Megger test results enclosed herewith.

All main steam pipes, also auxiliary steam pipes over 3" bore tested by hydraulic pressure to W.P. x 2.

