

Rpt. 9. No. 4825
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 Survey held at Galveston, Texas Date, First Survey 19th Feb. Last Survey 16th March, 1947
Book 2220 on the Machinery of the ~~Wood~~ ~~Iron~~ ~~Steel~~ S/S "JOHN JACOB ASTOR" (No. of Visits 14)

Gross 7176 Vessel built at Portland, Ore. By whom Oregon S. B. Corp. When 1943
Net 4380 Engines made at Portland, Ore. By whom Iron Fireman Mfg. Co. When 1943
Nominal 634.8 Boilers, when made (Main) 1943 (Donkey) -
orse Power Owners Scindia Steam Navigation Co. Owners' Address
of Main Boilers 2 W.T. (if not already recorded in Appendix to Register Book.)
of Donkey Boilers - Managers Port Bombay Voyage
am Pressure 250 lbs. If Surveyed Afloat or in Dry Dock Both
Main Boilers 250 lbs. (State name of Dock.) Todd Galveston Dry Docks, Inc. Particulars of Classification (which must be inserted
Donkey Boilers - precisely as in Register Book & Supplements).

ist 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
repairs 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.

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.

is a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " "

his was 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?

te, latest date of internal examination of each boiler P. & S. 25th February, 1947 Present condition of funnel(s) Good

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

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

te, the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

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

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

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? -

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

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? -

date of examination of Screw Shaft 19/2/47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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

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

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

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.

5' Done for BS: The two main boilers together with all mountings opened up, cleaned, examined
ernally and externally and all placed in good and safe working condition. The boilers afterwards
mined under steam, the fire extinguishing appliances and oil burning equipment examined and the
erheat 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 order and replaced.

Done for LMC: The main engine cylinders, pistons, valves, valve charts, valve gear, piston
a, crossheads and brasses, guides and guide shoes, connecting rods, crank pins and bearings, main
ings and journals, the columns, sole plate and holding down bolts, the thrust shaft and bearings,
eral Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now

ate 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.E.M.S. 9,11, *LM.C. 9,11, or
*LM C 140 lb., F.D., &c.)
CS 3,34,

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

ee (per Section 29) \$: : Fees applied for
Damage or Repair Fee (if any) \$: : 19
(per Section 29.)
g. expenses (if chargeable) \$: : Received by me, 19

ittee's Minute NEW YORK APR 16 1947

Visits ned LMC-3,47, subject.
T.S. 2,47.
TB-250 lbs. (clt)

Engineer Surveyor to Lloyd's Register of Shipping.

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the 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 arrangements 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 test 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 test W.P. x 2.



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