

1a.

Received at London Office.....

Water Circulating Pump Direct Bilge Suctions, No. and size		Independent Power Pump Direct Suctions to the Engine Room	
No. and size	Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes		
Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges			
Sea Connections fitted direct on the skin of the ship	Are they fitted with Valves or Cocks		
fitted sufficiently high on the ship's side to be seen without lifting the stokehold plates	Are the Overboard Discharges above or below the deep water line		
each fitted with a Discharge Valve always accessible on the plating of the vessel	Are the Blow Off Cocks fitted with a spigot and brass covering plate		
es pass through the bunkers	How are they protected		
es pass through the deep tanks	Have they been tested as per rule		
Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times			
Arrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another			
Is the Shaft Tunnel watertight	Is it fitted with a watertight door		
	worked from		

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers Working Pressure

Is Forced Draft fitted No. and Description of Boilers

Is a Report on Main Boilers now forwarded?

If so, is a report now forwarded?

Is { a Donkey } Boiler fitted?
{ an Auxiliary }

Is the donkey boiler intended to be used for domestic purposes only

Plans. Are approved plans forwarded herewith for Shafting
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

Superheaters

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied Two gear and two pinion bearings, one thrust bearing, fourteen coupling bolts, six turbine casing bolts. One Turbine bearing.

PER SHIP

The foregoing is a correct description,

General Electric Co. J. P. Polan

Dates of Survey while building { During progress of work in shops -- } Dec. 16, 1940 Feb. 3, April 19, 21, 1941
{ During erection on board vessel --- }
Total No. of visits 4 visits

Dates of Examination of principal parts—Casings Apr. 21, 1941 Rotors Apr. 21, 1941 Blading Apr. 21, 1941 Gearing Apr. 21, 1941

Wheel shaft Apr. 21, 1941 Thrust shaft Intermediate shafts Tube shaft Screw shaft

Propeller Stern tube Engine and boiler seatings Engine holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Rotor shaft, Material and tensile strength O.H. Steel 96,500 lbs. per sq. in. Identification Mark 405 21-4-

Flexible Pinion Shaft, Material and tensile strength Identification Mark

Pinion shaft, Material and tensile strength O.H. Steel 112,000 lbs. per sq. in. Identification Mark 405 21-4-

1st Reduction Wheel Shaft, Material and tensile strength Identification Mark

Wheel shaft, Material O.H. Steel Identification Mark 405 21-4-41 Thrust shaft, Material Identification Mark

Intermediate shafts, Material Identification Marks Tube shaft, Material Identification Marks

Screw shaft, Material Identification Marks Steam Pipes, Material Test pressure

Date of test Is an installation fitted for burning oil fuel

Is the flash point of the oil to be used over 150°F. Have the requirements of the Rules for the use of oil as fuel been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery a duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) The geared turbine electric generator has been built under Special Survey, tested under steam at full load and the oil governors adjusted to trip at 1340 R.P.M. The quality of workmanship and materials is good. The units have been forwarded to Bethlehem Steel Company, Sparrows Point, Md.

The amount of Entry Fee ... £ : :
Special ... £ \$ 75.00 : 14-11 1941
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 2.50 :
When applied for,
When received,

Committee's Minute NEW YORK JUL 1 1942

Assigned See First Entry Report

Engineer Surveyor to Lloyd's Register of Shipping



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