





BOILERS, &c.—(Letter for record - ) Total Heating Surface of Boilers Inc. Waterwalls & Economizers 9856 sq. ft. Superheaters 1320 sq. ft. Working Pressure 450 lbs. #9-19  
Is Forced Draft fitted Yes No, and Description of Boilers Two Foster-Wheeler Type "D" Steam generators  
Is a Report on Main Boilers now forwarded? Yes  
Is { a Donkey } Boiler fitted? No If so, is a report now forwarded? -  
{ an Auxiliary }

Is the donkey boiler intended to be used for domestic purposes only -  
Plans. Are approved plans forwarded herewith for Shafting March 20, 1937 Main Boilers - Auxiliary Boilers - Donkey Boilers -  
(If not state date of approval) \* Note below

Superheaters - General Pumping Arrangements November 2, 1937 Oil Fuel Burning Arrangements -  
SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

One complete spare tail shaft and nut.

Steam throttle valve pilot and power springs (ahead & astern) also shuttle valve springs.

End cover adjustment liners - H.P. turbine. Thermometers. Numerous special bolts, studs and nuts i.e.

duplicates to engine special fastenings etc. and taper and screw dowels also cotter pins and special washers and auxiliary engine fittings.

\* Note:- Upon completion of Hull #4309 a duplicate of this case, such plans as received at this office, will be forwarded along with report.

The foregoing is a correct description,

Bethlehem Shipbuilding Corporation, Ltd. Quincy, Mass. See Philadelphia Rpt. 7421 attached. Manufacturer.

Dates of Survey while building { During progress of work in shops - - } One - November 17th, 1937 Refer Philadelphia Rpt. No. 7421 attached herewith.  
{ During erection on board vessel - - - } Feb. 2, 3, 26; March 23, 31; April 8, 29; May 4, 17, 23; June 4, 10; August 8; Sept. 2, 14.  
Total No. of visits fifteen (15)

Dates of Examination of principal parts—Casings August 8th, 1938 Rotors August 8th, 1938 Blading August 8th, 1938 Gearing Sept. 14th, 1938

Wheel shaft August 8th, 1938 Thrust shaft August 8th, 1938 Intermediate shafts August 8th, 1938 Tube shaft April 29th, 1938 Screw shaft April 29th, 1938

Propeller May 4th, 1938 Stern tube April 29th, 1938 Engine and boiler seatings February 2nd, 1938 Engine holding down bolts August 8th, 1938

Completion of fitting sea connections May 4, 1938 Completion of pumping arrangements Sept. 2, 1938 Boilers fixed Feb. 26, 1938 Engines tried under steam Sept. 14, 1938

Main boiler safety valves adjusted Sept. 14, 1938 Thickness of adjusting washers None - lock nuts - Crosby Pat., 42,100 lbs. per hour HS 2

Rotor shaft, Material and tensile strength Nickel Molybdenum steel 95,000 (min). Identification Mark LP-29G596 A2 4-37

Flexible Pinion Shaft, Material and tensile strength Nickel Moly' steel 90,000 min. Identification Mark 863 E1 5574 4AB 12

Pinion shaft, Material and tensile strength Chrome Nickel Molybdenum HS & LS 100,000 min. Identification Mark 902 E1 5579 4AB 11

H speed gear 1st Reduction Wheel Shaft, Material and tensile strength O H steel 70,000 min. Identification Mark 912 E 5579 4AB 22

Wheel shaft, Material O H steel Identification Mark 76895 5574 4AB 114

Intermediate shafts, Material O H steel Identification Marks 76809-5575 AB 899B 9-37 4AB 22

Screw shaft, Material O H steel Identification Marks 910A Tube shaft, Material - Identification Marks 872 E

Date of test May 17th & 23rd, 1938 Steam Pipes, Material O H steel Test pressure 1500 lbs. sq. in. affidavit - factory 900 lbs. in 675 lbs. in

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

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

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with not desired.

Is this machinery a duplicate of a previous case Yes If so, state name of vessel "R. W. Gallagher"

General Remarks (State quality of workmanship, opinions as to class, &c.) This machinery has not been built under Special Survey

(Refer Pha. Report 7421 attached herewith) but has been installed on board the vessel, examined & found to comply with

the Society's Rules and the workmanship and material as far as can be seen are good. All the machinery during construction is stated to have been specially surveyed by the Surveyors to the American Bureau of Shipping and the forging

and castings tested by the representatives of the American Bureau of Shipping and/or the United States Government in

compliance with their rules and stamped by them for identification., the marks are inserted as above.

The Machinery has been satisfactorily tested at full working power and the electric welded gear cases and

seatings afterwards examined and found good. It is now in good and safe working condition and eligible in my opinion

to receive the notations L.M.C. 9-38 F D and Fitted for oil fuel 9-38, F.P. above 150° F. made in Register.

The amount of Entry Fee ... £ \$1000.00 : When applied for, Oct. 4th 1938

Special ... £ : Donkey Boiler Fee ... £ : Travelling Expenses (if any) ... £ : When received, 28/10 1938

Committee's Minute NEW YORK OCT 26 1938

Assigned - L M C. 9-38

Engineer Surveyor to Lloyd's Register of Shipping.

