

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

(Received at London Office **23 OCT 1944**)

of writing Report **7th Sept. 1944** When handed in at Local Office **7th Sept. 1944** Port of **New York**

Survey held at **Brooklyn, N.Y.** Date, First Survey **June 29th** Last Survey **August 4th 1944**

on the Machinery of the ~~XXXXXX~~ Steel **M.V. "Y-126" ex "L.T.C. No. 1"** (No. of Visits **10**)

Gross **548** Vessel built at **Quincy, Mass.** By whom **Bethlehem Shipbuilding Corp.** When **1930** 5

Net **321** Engines made at **Cleveland** By whom **Winton Engine Corp.** When **1930**

er **142** Boilers, when made (Main) **-** (Donkey) **-**

in Boilers **-** Owners **War Shipping Administration** Owners' Address **-**

key Boilers **-** Managers **-** Port **Wilmington, Del** Voyage **-**

Boilers **-** If Surveyed Afloat or in Dry Dock **Both** Particulars of Classification (which must be inserted

(State name of Dock.) **Bethlehem Steel Co., 27th Street** precisely as in Register Book & Supplements).

Report No. **-** Port **Brooklyn, N.Y.**

Particulars of Examination and Repairs (if any) **LMC, DGE, CL**

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has accepted his services for this purpose, and why they were declined **not required.**

Has 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? **-**

" Donkey " **-**

If not done, state for what reasons? **none**

Which parts of the Boilers could not be thus thoroughly examined? **-**

Were 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? **-**

What was the 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? **-**

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

Has the 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? **-**

What was the date of examination of Screw Shaft? **July 14th** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **Close**

Are the line 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**

Was 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**

None: The vessel placed in drydock, propeller, stern bush and its fastenings, sea cocks and valves

fastenings examined and placed in good order. The tail shaft drawn for examination and found

stern bashing rewooded and shaft refitted.

Main Motors: Diesel engine cylinders (6 each), liners, heads, valves and gear, pistons, rods,

con pins, crankshafts and bearings, attached lub oil, fuel oil and cooling water pumps and gear,

and dynamo and exciter motors. Main propulsion motor armature commutator, brushes and holders excd.

Generator cylinders, pistons, rods, crankshaft and driving motor armature brushes and holder.

For vessels tested, fittings removed for internal examination and found good. Cargo pumps, ballast,

bilge, fresh water and fore peak pumps and the pumping arrangements examined and found or now

found in good condition. Auxiliary diesel engine and generator completely examined. Steering engine

and class motors examined. Generators, motors, switchgear, cables and fuses examined and the

al Observations, Opinion, and Recommendation:— The Machinery of this vessel **(P.T.O.)**

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, *L.M.C. 9,11, or

* LMC 140 lb., F.D., &c.)

is in good condition and eligible, in my opinion, to be continued as classed with fresh record of

8-44 and of Tail Shaft seen **7-44.**

(per Section 29) LMC \$90.00
TS \$20.00
Damage or Repair Fee (if any) \$50.00
(per Section 29.)
Expenses (if chargeable) £ : :
Fees applied for
Received by me,
19

Committee's Minute **NEW YORK SEP 13 1944**

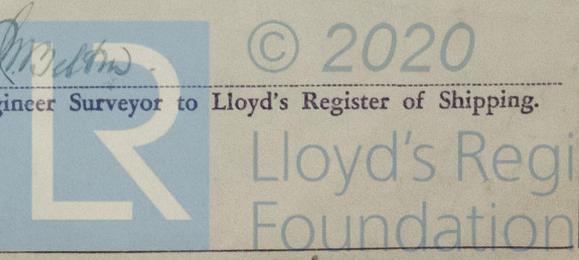
Classed ***LMC-8, 44.**

T.S. 7, 44.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*A1 Oil Barge		*LMC 4,41
3,43		TS 4,42
s.s.N.Yk. No. 2-38		OIL ENGINE
Examined 3,43		
Carrying petroleum in bulk.		
for service on heavy oil tank barge canal		
* - * - (see Rpt. 8)		
TS jointed line		

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

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



008231-008236-0131

Report of Survey for Repairs, etc., of Engines and Boilers

installation tested and the insulation resistance found to be not less than 100,000 ohms.

Damage: Two main generators, two exciter generators and main driving motor wet by bilges filling with salt water from unknown cause.

Repairs: The two main generators, two exciter generators and propulsion motor removed to General Electric shops, thoroughly cleaned, repaired as necessary, tested, proven good, recoated and baked. Generators and motor reinstalled in good order, tried out and proven good.

Wear & Tear Repairs: Port main deisel engine crankshaft, main bearings remetalled and shaft properly bedded down in true alignment. All pumps overhauled and repaired as necessary, now good. Minor repairs effected. Bilge suction pipes and cargo lines repaired as necessary, now good. Minor repairs effected.

No.	Description	Remarks
1	Two main generators	Removed to General Electric shops, cleaned, repaired, tested, proven good, recoated and baked.
2	Two exciter generators	Removed to General Electric shops, cleaned, repaired, tested, proven good, recoated and baked.
3	Main driving motor	Removed to General Electric shops, cleaned, repaired, tested, proven good, recoated and baked.
4	Port main deisel engine crankshaft	Remetalled and shaft properly bedded down in true alignment.
5	Main bearings	Remetalled and shaft properly bedded down in true alignment.
6	All pumps	Overhauled and repaired as necessary, now good.
7	Bilge suction pipes	Repaired as necessary, now good.
8	Cargo lines	Repaired as necessary, now good.
9	Minor repairs	Effected.

Noted.
K.S.P.
29/10/66

