

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 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  
142 Boilers, when made (Main) (Donkey)  
Boilers Owners War Shipping Administration Owners' Address  
Managers Port Wilmington, Del Voyage  
If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
(State name of Dock.) Bethlehem Steel Co., 27th Street

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 serially 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.  
cases where the Surveyor has not made a special damage report he is required to state whether he  
his services for this purpose, and why they were declined not required.  
damage report made by anyone else? If so, by whom?  
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

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 New York State Barge Canal		
re. re. (see Rpt. 8)		TS jointed line

Donkey none  
not done, state for what reasons?  
parts of the Boilers could not be thus thoroughly examined?  
special means, in the absence of internal examination, were adopted by the  
to assure himself of the thorough efficiency of those parts of each Boiler?  
date of internal examination of each boiler Present condition of funnel(s)  
Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?  
Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?  
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?  
Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?  
Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?  
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?  
now been changed? No If so, state reasons  
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?  
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  
line parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes  
the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes  
insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes  
vey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

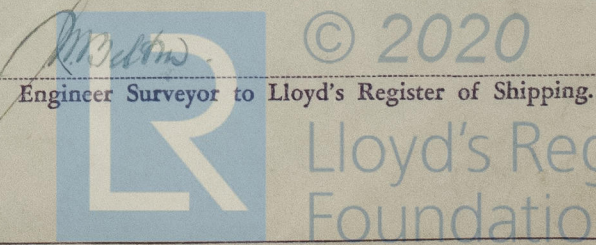
one: The vessel placed in drydock, propeller, stern bush and its fastenings, sea cocks and valves  
astenings examined and placed in good order. The tail shaft drawn for examination and found  
stern bashing rewooded and shaft refitted.  
Main Motors: Diesel engine cylinders (6 each), liners, heads, valves and gear, pistons, rods,  
on pins, crankshafts and bearings, attached lub oil, fuel oil and cooling water pumps and gear,  
hed dynamos and exciter motors. Main propulsion motor armature commutator, brushes and holders  
essor cylinders, pistons, rods, crankshaft and driving motor armature brushes and holder.  
ir 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  
d in good condition. Auxiliary diesel engine and generator completely examined. Steering engine  
indlass 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.&M.S. 9,11, \*L.M.C. 9,11, or  
\*LMC 140 lb., F.D., &c.)  
CS 3,34,  
n 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

red \*LMC-8,44.  
T.S. 7,44.

008231-008236-0131





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.

Noted.  
20/10/66



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