

REC'D NEW YORK NOV 25 1959

14 JAN 1960

Rpt. 9

Date of writing report 30-10-59
Survey held at Baltimore, Md.

Received London
No. of visits 5

Port Baltimore, Md. No. 11765
First date 6-10 Last date 16-10-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 13151 S.S. Name "GULFQUEEN" Gross tons 20915 Date of build 12-1957
Owners Blackships, Inc. Managers Gulf Oil Corporation Port of Registry WILMINGTON, DEL.
Engines made 1957 By Bethlehem Steel Co. Type 2 steam turbines DR geared to sc. shaft.
No. of Main Engines 1 No. of Screws 1 600 lbs. Records of Survey & Special Notations as per Register Book
No. of Main Boilers 2 WTB W.P. 700 lbs. Spt. 850 F.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey DS., MBS, TS. & Dmge. Yes.
Was Damage Report issued? No Int. Cert.?
Last Report (For Head Office only)

Hull	Machinery
*100A1	*IMC
DS	ES 12-57
	MBS 12-57
oil tanker.	TS (CL) 12-57

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes close-re-wooded Oil Glands Sea Connections good
Fastenings good Has Screwshaft/Tubeshaft been drawn? Yes Date of Examination 7-10-59 Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES Recip Steam Engines PORT

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides { Side
Centre
4 Crankpins & Bearings { Side
Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in good and safe working condition, and eligible in my opinion, to be continued as classed with record of MBS. 10-59 and TS (CL) 10-59.

Date of Committee
Decision

NEW YORK

DEC 16 1959

MBS 10.59, without spd. condition
S/CL 10.59.

Noted
for
Header



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Engineer Surveyor to Lloyd's Register of Shipping

Foundation

008759-008764 0144

If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices..... 40 Auxiliary.....
- 39 Air Receivers & Safety devices—Main.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN (p&s) 8-10-59 - good..... AUXILIARY, DONKEY or PRESS.....

Superheaters..... good

Safety Valves..... good

Mountings, Doors & Fastenings..... good

Safety Valves Adjusted to { Sat. 700 lbs.- good

{ Spt. 600 lbs.- good

Boiler Securing Arrangements..... good

Main Economisers..... good

Steam Heated Steam Generators..... - Steam Generator Safety Valves Adjusted to..... -

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... good Forced Circulating Pumps..... -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... - Funnel..... good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage stated sustained by striking submerged object August 23, 1959 at Mobile Bar, on voyage Mobile- Hog Island, Pa.

Damage repairs effected: Tailshaft drawn, examined and found good. Damaged propeller (2 blades distorted and approximately 8" section broken off one blade), removed for reconditioning. One new propeller marked: MFC. Bethlehem Steel Co., Staten Island, N.Y., Wt. 64730 lbs. Lloyd's 3 D.D.D., H.N. 5762- 1-10-57 fitted and installed in good order. Stern bush bearing re-wooded and bored to suit. Sea Valves opened up, cleaned, examined and placed in efficient condition. A number of minor Wear and Tear repairs made good. Main reduction gearing and gear teeth (see Baltimore Report No. 11447) examined together with Representatives from the Owners and the gear manufactures and found good.

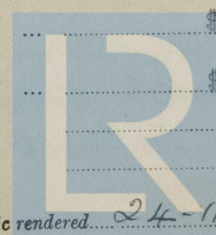
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Survey fees..... MBS. & TS. \$210.00

Damage fee..... \$75.00

Expenses..... \$2.00

Date when A/c rendered..... 24-11-59

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