

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 2nd. Feb. 1945 When handed in at Local Office 3rd. Feb. 1945 Port of CARDIFF

No. in Reg. Book. 68503 Survey held at CARDIFF Date. First Survey 1st. Feb. 1945 Last Survey 1st. Feb. 1945 (No. of Visits 5)

on the Machinery of the ~~XXXXXX~~ Steel "Y-128"

Tonnage { Gross 548 Net 321 Vessel built at Quincy, Mass. By whom Bethlehem S.B. Corp. Ltd. Year. Month. 1930 6

Nominal Horse Power 142 NHP Engines made at Cleveland. By whom Winton Eng. Corp. When 1930

No. of Main Boilers -- Boilers, when made (Main) -- (Donkey) --

No. of Donkey Boilers -- Owners United States War Shipping Administration. Owners' Address Port Wilmington, Del. Voyage

Steam Pressure in Main Boilers -- Managers United States War Shipping Administration. (if not already recorded in Appendix to Register Book.)

in Donkey Boilers -- ~~Surveyed Afloat~~ East Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Repairs.

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

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

Was 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? --

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

If this was not done, state for what reasons --

And what parts of the Boilers could not be thus thoroughly examined? --

Also what 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? --

State latest 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 screw shaft now been drawn and examined? -- Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has shaft now been changed? -- 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? --

State date of examination of Screw Shaft -- State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft --

Engine parts, when referred to by numbers, should be counted from forward. -- Is electric light and/or power fitted --

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? --

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? --

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey the Port

main engine cylinders, pistons & valves to be opened out, examined and dealt with as found

necessary. It is stated this will be done at a Continental Port, probably Rouen.

Now done:- Starboard main engine pistons, ring grooves machined and new piston rings fitted, ridges

ground off top of cylinder liners. Inlet & exhaust valves built up by electric welding,

machined and ground in. Lubricating oil & fuel oil pumps overhauled and put in good

order. Lubricating oil filters cleaned and re-installed, oil changed. Two air starting

valves repaired and refitted.

Port Main Engine - Fuel oil pump overhauled and put in good order.

On completion of repairs the starboard main engine was tried under working conditions

and found satisfactory.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel is eligible in

(State 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

CS 3,34,

my opinion to remain as classed without fresh record of survey subject to Port main engine cylinders

pistons & valves being examined at the first opportunity.

Survey Fee (per Section 29) £ : : Fees applied for 6 sh. 1945

Special Repair Fee (if any) (per Section 29.) £ 5 : 5 : 0 Received by me, 19

Travelling expenses (if chargeable) £ : : 19

Committee's Minute FRI. 13 APR 1945

Signature Harold W. G. Paton Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

004004-009007-0170

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