

REC'D NEW YORK MAY 6 1955

No. 2770

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

(Received at London Office.....)

Writing Report 2nd May 1955 When handed in at Local Office 2nd May 1955 Port of MOBILE, ALABAMA

Survey held at Mobile, Alabama Date First Survey 20th Feb. Last Survey 27th April, 1955
(No. of Visits 5)

on the Machinery of the ~~Wood, Dredge~~ Steel m.v. "RHODE ISLAND"

Gross 8580 Vessel built at Chester, Pa. By whom Sum S.B. & Dry Dock Co. Year 1937 Month 12
 Net 5082 Engines made at Chester, Pa. By whom Sum S.B. & D.D. Co. When - -
 Boilers, when made (Main) - (Donkey) -
 Owners U.S. Maritime Administration Owners' Address Washington, D.C.
 (if not already recorded in Appendix to Register Book.)
 Managers - Port - Voyage -
 If Surveyed Afloat and in Dry Dock Alabama D.D. & S.B. Co.
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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)
*100 A.1		*LMC CS 11, 51
9.53		DBS 10, 53
ssGal.-11, 51		TS(CL) 9, 53
		Sps. 11.51
Carrying Petroleum in bulk.		WTDB

OIL ENGINES
CONTINUOUS SURVEY.

Port No. - Port -
 Reasons of Examination and Repairs (if any) -
 Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the report. State also the dates and 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 offered his services for this case, and why they were declined. -

Has a special 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? No

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

For what reasons Not prepared What parts of the Boilers could not be thus thoroughly examined? -

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? -

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 Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the shaft 7/32"

Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. The donkey boiler survey requires to be held, will be done before the vessel is placed in service. In the meantime the vessel has been sold to the U.S. Maritime Administration who have laid her up indefinitely.

Was the vessel placed on drydock, propeller, outside fastenings and sea valves examined and found satisfactory. Yes

Was the main and auxiliary machinery with steering engine, windlass, deck machinery and cargo pumps examined under normal conditions and found in good order. Electrical equipment megger tested and found satisfactory. Yes

Final Observations, Opinion, and Recommendation:—
 (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, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)
 CS 3,34
 Machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed *LMC CS
 subject to the donkey boiler survey being held before the vessel is placed in service.

(per Section 29) Mch. ex. \$ 60.00 Fees applied for 2nd May 1955
 Damage or Repair Fee (if any) (per Section 29) \$ -
 Expenses (if chargeable) \$ 3.00 Received by me, [Signature]

Surveyor's Minute NEW YORK MAY 11 1955

Deferred for OBS.

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

 Lloyd's Register Foundation

011444-011460-0061

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

