

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

(Received at London Office.....)

Date of writing Report 28th June 1954 When handed in at Local Office 28th June 1954 Port of Galveston Texas

No in Reg. Book. Survey held at Galveston Texas Date First Survey 21st June Last Survey 21st June 1954 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. "HOUSTON"

Tonnage { Gross 1752 Vessel built at Sturgeon Bay, Wis. By whom Leathem Smith S. B. Co. When 1943
Net 1000 Engines made at Corry, Pa. By whom Ajax Uniflow Co. When 1943
Nominal 394 Boilers, when made (Main) 1943 (Donkey) -
Horse Power } Owners Naviera del Golfo, S.A. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers 2WTB Managers Port Panama Voyage -
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Dry Dock, Todd Shipyards Corp. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Main Pressure 250 lb Main Boilers (Spt. 220 lb)
Donkey Boilers

Report No. Port

Particulars of Examination and Repairs (if any) Docking

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

Where 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

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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Test 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 bush 3/16"

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

Parts, 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. Complete at this time.

Remarks: The boiler survey became due 4.54 but nothing has been done at this time, the ship only scheduled for dry docking and painting. Certificates on board would indicate that the boilers surveyed by the American Bureau 9.54. Master believed that it was the new Owners intention to American Bureau classification only (see copy of letter addressed to Principal Surveyor, New York and his telegraphic reply.

Work done: propeller and the fastenings of the stern bush and sea connections. All found or placed in good order.

Work done: down of stern bush noted as above.

Repairs W. & T. - One propeller blade tip faired.

Conclusions, 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.)

This vessels machinery, so far as now seen, is in good order and eligible in my opinion to remain classified without fresh record.

(per Section 29) \$ Fees applied for \$
Age or Repair Fee (if any) (per Section 29) \$ Received by me, \$
Expenses (if chargeable) \$

Committee's Minute NEW YORK JUL 1 1954 Assigned Refused for BS.

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012003-012010-0153

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

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

Noted

BS due 4.54. See N.Y.K. letter
attached.

L.P.
29/7/52.



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