

(Received at London Office 12 JAN 1949)

|                   |      | Year. | Month. |
|-------------------|------|-------|--------|
| Gross             | 3437 |       |        |
|                   |      |       |        |
| Net               |      |       |        |
|                   |      |       |        |
| Power             |      |       |        |
| of Main Boilers   |      |       |        |
| of Donkey Boilers |      |       |        |
| Pressure          |      |       |        |
| Main Boilers      |      |       |        |
| Donkey Boilers    |      |       |        |

|                                   |                            |   |
|-----------------------------------|----------------------------|---|
| Vessel built at                   | By whom                    | When  |
| Engines made at                   | By whom                    | When  |
| Boilers, when made (Main)         | (Donkey)                   |   |
| Owners                            | The Texas Company          | Owners' Address   |
|                                   |                            | (if not already recorded in Appendix to Register Book.) |
| Managers                          | Port                       | Guiria Voyage   |
| If Surveyed Afloat or in Dry Dock | Both                       |   |
| (State name of Dock.)             | Todd Shipyards Corporation |   |

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

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

what special means, in the absence of internal examination, were adopted by the }  
urveyor to assure himself of the thorough efficiency of those parts of each Boiler? } .....

latest date of internal examination of each boiler..... Present condition of funnel(s)..... Good new

the Surveyor examine the Safety Valves of the Main Boiler?..... To what pressure were they afterwards adjusted under steam?.....

the Surveyor examine the Safety Valves of Donkey Boiler?..... To what pressure were they afterwards adjusted under steam?.....

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?..... and of the Donkey Boilers?.....

the Surveyor examine the drain plugs of the Main Boilers?....., and of the Donkey Boilers?.....

screw shaft now been drawn and examined? Yes 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? -

shaft now been changed? Port If so, state reasons Slightly pitted

the shaft now fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of } Oil gland  
the shaft to permit of it being efficiently lubricated? } remetaled  
Close fit

date of examination of Screw Shaft 3/8/48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Port & Starboard  
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Done for Docking, full L.M.C. and T.S.

port and starboard screw shafts drawn, port screw shaft slightly pitted, new spare port screw  
ft fitted, stern bush remetaled port and starboard sides, oil gland of U. S. Navy standard exami-  
the screw shaft port and starboard sides, oil gland of U. S. Navy standard exami-

mined port and starboard Main Engine cylinders pistons valves gears covers connecting rods

top ends, bottom ends, crankshaft and bearings, thrust shaft, intermediate shaft.

electric generators complete, 2 diesel oil engines for driving deep well cargo turbine pumps port starboard, also pumps. (P.T.O.)

*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

opinion, to be classed viz. L.M.C. 8,48 (Lloyd's Machinery Certificate, August 1948). Screw Shafts

Art New) (OG) seen 8, 48.

|  |            |           |                  |
|--|------------|-----------|------------------|
| Key Fee (per Section 29)                 | Machy.     | \$ 310.00 | Fees applied for |
| Electrical Damage or Repair Fee (if any) | Electrical | 180.00    |                  |
|  |            |           | 13/9/19 48       |

(per Section 29.)<sup>2</sup> Screw Shafts 30.00  
Selling expenses (if chargeable) \$ : 9.00  
Phone Calls, etc. 10.00

Received by me,  
20/9/ 19 48

*James Finlay*  
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK DEC 22 1948

Committee's Minute  
signed LMC-8, 48 subject

P. 1. 5. N. 8, 48, 5. 1. 5. 8, 48. 014513-014530-0455

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

...



- 2 - 6" motor driven centrifugal pumps (for ballast).
- 2 - 20 GPM lubricating oil pumps.
- 1 - 125 GPM lubricating oil pump.
- 2 - 2000 GPM Fairbanks Morse Deep well pump.
- 1 - 250 gallons per min. centrifugal pump (Fire & Bilge Pump) complete with motor.
- 1 - 250 gallons per min. centrifugal pump (Sanitary Pump) complete with motor.
- 2 - main air compressors complete with motor.
- 1 - auxiliary air compressor complete with motor.

Pumping arrangements, oil fuel storage tanks and daily service tanks opened up and tested to rule requirements.

Electric generators and circuits tested out and found satisfactory.

The machinery tested under working conditions alongside dock for 4 hours and sea trial of 6 hours. Revs. of Engine 550 - 610 B.H.P. taken from performance curves of Engine.

It was impossible to obtain a Torsion Meter in this district to determine the shaft horse power.

See separate reports 4b and 4c on Main Engine and Auxiliary Machinery and Report 13 on Electrical Equipment.

Windlass and steering gear tested out and found satisfactory (also mentioned in Rpt. 8).

2 spare screw shafts of correct dimensions examined, rough machined and finished machined.

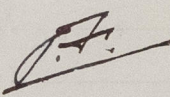
Marks (Port Spare Shaft)

C.F.Co.  
H.T. 8363  
Ser. 2690  
LLOYD'S  
5900  
3-7-48  
LLOYD'S No. 159  
J.F. 5-8-48

Marks (Starb. Spare Shaft)

C.F.Co.  
H.T. 8363  
Ser. 2691  
LLOYD'S  
5901  
3-7-48  
LLOYD'S No. 160  
J.F. 5-8-48

Cert. Bl issued, copy herewith.




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