

# Report of Survey for Repairs, &c., of Engines and Boilers.

Received at London Office

Date of writing Report Nov 28 41 When handed in at Local Office Nov 28 41 Port of New York

Survey held at Hoboken N.J. Date, First Survey 27<sup>th</sup> Oct Last Survey 1<sup>st</sup> December 1941  
 (No. of Visits 6)

265 on the Machinery of the Wood, Iron or Steel S/S 'GULFPENN'

Gross 8862 Vessel built at Chester Pa. By whom Sau S.T.B. Co. Year. Month. 1921-8  
 Net 5522 Engines made at " By whom " When 1921

Final Power 819 H.P. Boilers, when made (Main) 1921 (Donkey) ✓ When 1921

Main Boilers 4 Owners Gulf Oil Corporation Owners' Address "  
 (if not already recorded in Appendix to Register Book.)

Donkey Boilers ✓ Managers " Port Philadelphia Voyage "

Pressure Boilers 220 If Surveyed Afloat or in Dry Dock At H. Bethlehem Steel Co.

Donkey Boilers ✓ (State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Atk. Crust L.M.C.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

On those cases where the Surveyor has not made a special damage report he is required to state whether he has referred 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? Yes.

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

Were any repairs done? If so, state for what reasons? ✓

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 is the latest date of internal examination of each boiler? At Port, 2nd Port, At Star, 4th Oct 28. At Star, 6th Oct 30.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lb per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? 31.3 lb.

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? No. 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 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

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.

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

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned for survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC 8.37
12-40 6.41		BS 5.40
		CLN 6.41
S.S. No 3- 4.33		Filled for oil
S.S. mob No 1- .37		fuel 8.21 F.P.
Carrying petroleum in bulk		above 150° F

General Observations, Opinion, and Recommendation:— The Machinery of this P.T.O.

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. 0,11, B.&M.S. 0,11, L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)

✓ L.M.C. 140 lb., F.D., &c.)

✓ CS 2,34.

The vessel is eligible, in my opinion, to remain as classed, with full record 4 LMC 11.41

Fee (per Section 29) Crust MS \$90.00 : Fees applied for Dec 5 19 41

Damage or Repair Fee (if any) BS \$60.00 : Received by me, J.M. Belton

Printing expenses (if chargeable) \_\_\_\_\_ : \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Signed +LMC-641 Subject D.B.L.R.

NEW YORK DEC 3 - 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1133-0011 1/2

As a Certificate required? If so, to be sent to \_\_\_\_\_

Noted.

Subject to the  
DONKEY BOILER  
not being used again.

As the survey was commenced 6.41  
at 10. the record should be  
+ LMC 6.41.

It is concluded the crankshaft  
journals have been examined &  
the safety valves adjusted to  
220 lbs., but this should be  
confirmed.

n. yr. 2<sup>nd</sup>  
8.0.2

L. J.  
26/4/42.

Safety valve adjusted  
to 220 lbs. but kept  
did not examine  
crank journals.

(See attached letter)  
& endorsement  
21.5.42



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Foundation

New York.

41811

Nov, 28, 1941

S/S GULFPENN

good. The boilers examined under steam & their safety valves adjusted as noted above.

The Oil fuel system piping, valves & controls examined under working conditions & found well lighted & in good order.

M&T Repair Two start coils, fractured section of wrapper plate on start side of Center Combustion Chamber (next to plate lap), cut out & a new section (18" x 38"), of tested steel plate made, fitted, riveted & butt welded.

12 stay bolts renewed.

Minor repairs effected.

*[Signature]*



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