

Date of writing Report 25th Mar 1942 (Received at London Office 7 JUN 1942)
No. in Book 1060 Survey held at Galveston Texas When handed in at Local Office 25th Mar 1942 Port of Galveston Texas
on the Machinery of the Wood, Iron or Steel Date, First Survey 25th Feb Last Survey 13th March 1942
(No. of Visits 10)
Gross 10389 Vessel built at Kiel By whom Th. Knapp Germania Wkt. A.G. Year. Month. 1936 4
Net 5940 Engines made at " By whom " When 1936 4
Principal Power 912 Boilers, when made, (Main) None. By whom " When "
of Main Boilers 2 Owners British Mexican Petroleum Co. Ltd (Donkey) 1936
of Donkey Boilers 3 Owners' Address "
Pressure—Main Boilers ✓ (if not already recorded in Appendix to Register Book.)
Donkey Boilers 200 lbs Managers R. D. Corder Port London Voyage ✓
If Surveyed Afloat or in Dry Dock Gal. Docks Ltd (State name of Dock)

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) L.M.C. & S.S. & Repairs
 Medical Surveys, when held, must be reported in detail and verbatim 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
 the 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.
 In 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.

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 new or expired.
+ 100 A.L. 4-36-41 S.S. N.Y. 7-1-41	+ L.M.C. 4-36 D.B.S. 1-41 C.L. 1-39
Carrying petroleum in bulk	Oil Engine. Combustion Engines
	Oil Engine.

Damage report made by anyone else? If so, by whom? ☒

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ☒

" Donkey " " " ☒

was not done, state for what reasons? *yes*

at parts of the Boilers could not be thus thoroughly examined? ☒

at 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? ☒

last date of internal examination of each boiler *Port 8th March Starb 10th March, gas fired 7th March 1942*

Surveyor examine the Safety Valves of the Main Boiler? ☒ Present condition of funnel(s) *good*

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ☒ To what pressure were they afterwards adjusted under steam? *200 lbs.*

Surveyor examine the drain plugs of the Main Boilers? ☒ and of the Donkey Boilers? *yes*

Surveyor examine all the mountings of the Main Boilers? ☒ and of the Donkey Boilers? *yes*

Shaft now been drawn and examined? *yes* Is it fitted with continuous liner? *yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

Shaft now been changed? *No* If so, state reasons ☒

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 *3rd March 1942* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *close now wooded*

The parts, when referred to by numbers, should be counted from forward.

The Surveyor examine the generators, motors, switchgear, cables and fuses? ☒ Is electric light and/or power fitted? *yes*

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

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

When the vessel was on dry dock the screw shaft, propeller, & fastenings
stern tube & sea connections also all sea valves were examined & found
placed in good order. The three donkey boilers were examined through-
with all mountings, safety valves & doors, all found or now made good &
safety valves adjusted under steam at 200 lbs, & steam pipes examined
pressure & found sound, the oil fuel pumps, piping & connections
examined under working conditions & found sound & tight.
C.S. - Examined nos. 1, 2, 3, 4, 5, 6, 7, & 8 main motor cylinders, liners,
overs & valves, pistons & rods, all crank main bearings & journals the nos. 2 & 7 from
bottom end bearings & pins, the two sections of the main shaft.

Observations, Opinion, and Recommendation:— The machinery of this vessel is
 any 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
 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.G.M.S. 9,11, *L.M.C. 9,11. or
 LMC 140 lb., F.D., &c.)
 CS 3,34,

eligible in my opinion to remain as now classed with
 record Q.D.B.S. 3-42 T.S. (CL) 3-42 and +L.M.C. C.S. with date when this
 is completed, Subject to permanent repairs being made to main engine
 between No 5 & 6 cylinders at Owners Convenience
 Part C.S. to 60.00 Fees applied for
 Q.D.B.S. T.S. 15.00 35.00
 removed with

Received by me, M. Dickson 19 2021
Engineer Surveyor to Lloyd's Register of Shipping

As now subject
D. B. S. 3, 42 T. S. 3, 42.

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

W1150-0052 $\frac{1}{2}$

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a dark vertical stain along the right edge. A small, faint mark is visible near the bottom center.

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Cont)

M. V. Narragansett

Opened cleaned & examined & closed in good order & tested tight
 Nos 4 & 5 from forward crossheads & bearings examined, The Cement-
 ?-Repair between Nos 5 & 6 cylinders on crankshaft was specially examined & found sound.
Owners Repairs - In boilers, new seats fitted to safety valves of both oil fired
 boilers & 26 new plain tubes installed to gas fired boiler & tested
 tight by water pressure.

The bottom half of main engine thrust bearing retubed & adjusted
 The bottom half of No 4 crosshead bearing now retubed & adjusted
 The cooling water rotary circulating pump impeller shaft renewed
 The top section of water cooler entirely retubed & eight new tubes to lower section
 The feed water & filter tank internals entirely renewed
 The boiler feed pump valve gear rebrushed & adjusted & water end reconditioned
 The attached cooling water pump seats reconditioned & new valves installed
 All main engine piston rings renewed & 24 spare supplied
 The holding down bolts of line shaft were hardened & two broken renewed
 & other minor items to gearing etc on lubricating oil pumps

Summary.

M.D.

Parts now examined at Port C.S.

Propeller, all sea connections & fastenings

Main engine: Nos 1 to 8 inclusive, cylinder, liner, piston
 valves, gear, cover and piston rod.

All crank shaft journals & bearings.

Nos 2 and 7 bottom end brasses & crank pin.

Nos 4 and 5 Connecting rods & top ends.

Auxiliaries - Circulating water cooler (tested)

Cooling water rotary circulating pump (water end).

All found or now placed in order as above.

Cert B1(CS) issued, copy herewith.

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Notes

CS advanced.

Man

11.6.42

Without Special Consideration

Sanctioned by the Board of Directors of the
Company on 11th June 1942.
The Board of Directors of the Company has
resolved that the sum of £10,000 be
advanced to the Company for the purpose of
the purchase of the shares of the Company
which are now being offered for sale.
The sum of £10,000 is to be paid in
instalments of £2,000 per month for
the next five months.
The first instalment of £2,000 is to be
paid on 1st July 1942.
The second instalment of £2,000 is to be
paid on 1st August 1942.
The third instalment of £2,000 is to be
paid on 1st September 1942.
The fourth instalment of £2,000 is to be
paid on 1st October 1942.
The fifth instalment of £2,000 is to be
paid on 1st November 1942.
The sum of £10,000 is to be repaid to the
Company by the 1st December 1942.
The Board of Directors of the Company has
also resolved that the sum of £10,000 be
advanced to the Company for the purpose of
the purchase of the shares of the Company
which are now being offered for sale.
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