

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

No. 4248

Date of writing Report 25th Mar 1942 When handed in at Local Office 25th Mar 1942 (Received at London Office 7 JUN 1942)

No. in Book 1060 Survey held at Galveston Texas Date, First Survey 25th Feb Last Survey 13th March 1942 (No. of Visits 10)

on the Machinery of the Wood, Iron or Steel M. V. Narragansett

Vessel built at Kiel By whom Krupp Germania Wkt. A.G. Year. Month. 1936 4

Engines made at " By whom " When "

Boilers, when made, (Main) None. Owners British Mexican Petroleum Co Ltd (Donkey) 1936

Managers R. D. Carter Owners' Address " (If not already recorded in Appendix to Register Book.)

Port London Voyage "

Surveyed Afloat ✓ in Dry Dock ✓ (State name of Dock.) Food Gal. D. D. S. Ltd

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

Report No. " Port "

Particulars of Examination and Repairs (if any) + L.M.C. C.S. & S.S. T.S. & Repairs

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the nature of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? ✓

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? ✓

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? yes

Were any parts of the Boilers not 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? Port 8th March Start 10th March, gas fired 7th March 1942

Has the Surveyor examined the Safety Valves of the Main Boiler? ✓ Present condition of funnel(s) good

Has the Surveyor examined the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? yes

Has the Surveyor examined the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? yes

Has the Surveyor examined all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? yes

Has the 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? ✓

Has the shaft now been changed? No 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? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? close

Are the parts, when referred to by numbers, should be counted from forward? now wooded

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? ✓ Is electric light and/or power fitted? yes

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

Is the machinery complete? Complete

Observations, Opinion, and Recommendation: While the vessel was on dry dock the screw shaft, propeller, & fastenings were examined & found 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 now 1, 2, 3, 4, 5, 6, 7 & 8 main motor cylinders, liners, valves, pistons & rods, all crank main bearings & journals the 2nd & 7th from bottom end bearings & pins. The two sections of circulating water coolers.

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 L.M.C. 140 lb., F.D., &c.)

is eligible in my opinion to remain as now classed with record of D.B.S. 3-42 T.S. (C.L.) 3-42 and +L.M.C. C.S. with date when this is completed. Subject to permanent repairs being made to main engine cylinders at Owners' Convenience.

per Section 29) Part C.S. £ 60.00 Fees applied for 25/3/1942 WR. Removed with Pro 9.5.41

per Section 29.) D.B.S. T.S. £ 6.5.00 Received by me, 19

expenses (if chargeable) £ .50

Surveyor's Minute NEW YORK APR 1 1942 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 1/2

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



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 entablature 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 remetalized & adjusted
 The bottom half of No 4 crosshead bearing now remetalized & 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.

W1150-0052 2/2



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