

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

(Received at London Office

4 JUN 1942

)

Date of writing Report May 4, 19 42, When landed in at Local Office May 4, 19 42 Port of Newport News, Va.
 No. in Survey held at Newport News, Va. Date, First Survey April 22, Last Survey May 2, 19 42.
 Reg. Book 91936 on the Machinery of the Wood Iron & Steel S/S "R.W. GALLAGHER" (No. of Visits 6)
 Tonnage { Gross 7989 Vessel built at Sparrow's Pt., Md. By whom Bethlehem S.B. Corp. Year. Month.
 Net 4738 Engines made at Quincy, Mass. When 1938 8
 Nominal 985 Boilers, when made (Main) 1938 - 8 By whom Bethlehem S.B. Corp. When 1938-8
 Horse Power (Donkey)
 No. of Main Boilers 2 WTB Owners Standard Oil Co., of N.J. Owners' Address
 No. of Donkey Boilers 1 Managers Port Wilmington, Del. Voyage
 Steam Pressure 450 (if not already recorded in Appendix to Register Book.)
 in Main Boilers 450 Port Wilmington, Del.
 (S.P.T.) 450 If Surveyed Afloat or in Dry Dock Yes
 in Donkey Boilers 450 (State name of Dock.) N.N.S.B. & DD.Co.

Last Report No. PortParticulars of Examination and Repairs (if any) B.S. & Dock.

(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, 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage 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

Was 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?

" " Donkey " "

If this was not done, state for what reasons?

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

Also 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?

State latest date of internal examination of each boiler April 24, 1942Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 450 lbs. per sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 screw shaft now been drawn and examined?

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 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?

State 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 5 1/2"

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

Is electric light and/or power fitted? Yes

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

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

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

The main boilers opened up and examined throughout. A number of water tubes and circulator tubes re-expanded and 4 superheater tubes expanded - in other respects, steam and water drums, economizers, water walls and superheater headers and tubes good. All boiler mountings opened up, examined, overhauled and refitted in place. Manhole doors and fastenings good. Boilers and main steam pipes now tested by hydraulic pressure to 675 Lbs. per square inch and found good and tight. Brick work in furnaces part renewed. The safety valves and superheater safety valves adjusted to blow at 450 Lbs. per square inch.

Fuel oil service pumps, motors driving same, piping and furnace fittings examined under working conditions and found in good order. Government Surveyors attending the survey.

All sea cocks and valves, bilge injection valve and overboard discharge valves opened up.

General Observations, Opinion, and Recommendation:— The boilers and machinery of this vessel

(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.G.M.S. 9,11, L.M.C. 9,11, or CS 3,34,

as far as seen are in safe working condition, eligible in my opinion to remain as classed and have fresh record of survey B.S. 5.42 and M.S. with date upon completion of the survey.

Survey Fee (per Section 29) B.S. \$30.00Special Damage or Repair Fee (if any) \$30.00

(per Section 29.)

Travelling expenses (if chargeable) \$.50Fees applied for 5/5/ 1942

Received by me,

19

Committee's Minute NEW YORK MAY 13 1942Assigned As usualB.S. 5.42

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1155-0104 1/2

S/S "R.W. GALLAGHER"

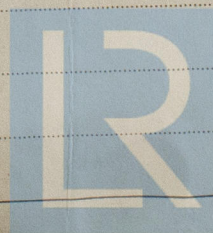
overhauled, examined and closed up in good order. Pump room valves opened up, examined and found in good order.

One copper expansion piece from main circulating pump to condenser removed, annealed, repaired, tested and refitted in place.

Vessel placed on dry dock. Propeller, after end of stern bush and fastenings of the sea connections examined and found in order. Shaft down 5/32".

Small crack in one propeller blade dressed out and brazed up. Stern gland repacked. Steering gear engine opened up and examined. Piston rods and valve spindles renewed. Cylinders, pistons, cylinder walls, valve chambers and crank shaft in good order. All working parts overhauled and adjusted. Quadrant rack and pinion good. Gear tested out and found to be in good working order.

The machinery survey partly held has not been advanced at this time.



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Foundation

Noted

Part ms. held. Noted

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16.6.42

25-6-42

The Surveyor should confirm
that the Superheaters
Boiler valves have been
inspected to Regd.
Book Pressure

S.B.N. 25-6-42