

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

(Received at London Office)

22 MAY 1942

Date of writing Report April 24 1942 When handed in at Local Office April 24 1942 Port of New York
 No. in Reg. Book 20929 Survey held at Manhattan Horseboat Date, First Survey March 23 Last Survey April 22 1942
 on the Machinery of the Wood, Iron or Steel T.S.M.V. CALGAPOLITE (No. of Visits 6)
 Tonnage { Gross 11941 Vessel built at Have started on the By whom Furness, S.B. Co. Ltd. When 1929-7
 Net 6270 Engines made at Kiel By whom H. Krupp When 1929
 Nominal Horse Power 1496 Boilers, when made (Main) none (Donkey) 1929
 No. of Main Boilers none Owners Marie Lipt. Superior Oil, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers H. J. Rehder Port Manhattan Voyage Coastal
 Steam Pressure in Main Boilers 2 1/2
 in Donkey Boilers 270
 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 (State name of Dock.) Behlehu

Last Report No. 41967 Port N.Y.
 Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and seriatim 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? none

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? none

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? not presented

If this was not done, state for what reasons? above

And what parts of the Boilers could not be thus thoroughly examined? none

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? none

State latest date of internal examination of each boiler none Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? none

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? none

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

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

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

Has screw 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? yes

Has shaft now been changed? yes If so, state reasons see March 22 1942

Has the shaft now fitted been previously used? yes Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

State date of examination of Screw Shaft March 22 1942 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P-1/6 S/32

Engine parts, when referred to by numbers, should be counted from forward. yes Is electric light and/or power fitted? yes

If so, 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

Howdah - vessel placed on drydock - propellers - out of sea connections & ropes examined. Starboard tail shaft withdrawn, examined, found in good order & refitted - stern flange repaired. The port main engine crank shaft was removed and the forward section renewed. (See Copy Halifax Rpt 10 attached.) The stamped Certified L.R. figures were kept. S.R.L. the item referring to port crank shaft may now be deleted.

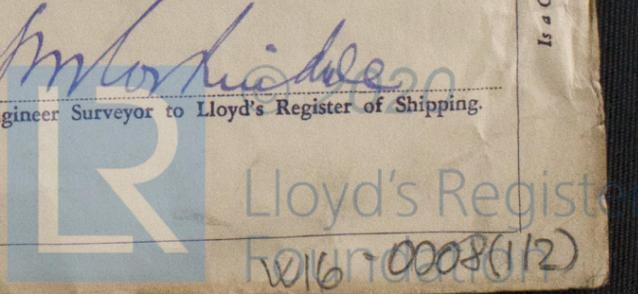
General Observations, Opinion, and Recommendation:—

(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.E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is now in good order and eligible, in my opinion, to remain as now classed with fresh record of L.M.C.-CS with date when survey is complete and S-T.S. 3-42.

Survey Fee (per Section 29) 95 Fees applied for Apr 28 1942
 Special 300 or Repair Fee (if any) (per Section 29.)
 Travelling expenses (if chargeable) 300 Received by me, J. Brambill
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 29 1942
 Assigned As now
not bound. A.T.S. 3, 42.



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

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

Calgaro Lite

Examined for Port main engine - all cylinders, pistons, valves, valve
grass covers - Top & Bottom ends and connecting rods - also
all crank shaft journals.

The markings on the new crank shaft
section were as follows.

Crank pins - 12 bolts - 3415 - 3829 - 21-11-41 - E.M.
- L - R -

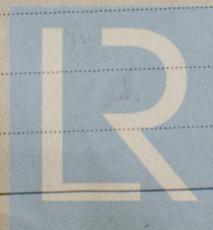
Crank journals 3841 - 14-11-41 - E.M.
3390 - 27-6-41 - E.M.
- L - R -

Also the Port auxiliary oil engine & compressor
were examined throughout with all cylinders
pistons - valves, gears - Top & Bottom bearings
crank shaft journals and now in good order.

As part of electrical equipment:

The dynamo attached to the above Port Aux:
oil engine - overhauled & examined with
commutator, insulation, switches, leads, wiring
& circuits - also megged & found to be not
less than 100,000 ohms -

Minor repairs effected.



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Lloyd's Register
Foundation (212)

Noted.
without special condition.

2/19
2/6/42
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