Rpt. 9.

No. H0485

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

(Received at London Office OCT 25 1940)

Date of writing Report Sept 24 1940 When handed in at Local Office Sept 24 1940 Port of New York.

No. in Reg. Book. 7260 Survey held at New York. Date, First Survey May 17th Last Survey Aug 5th 1940 (No. of Visits 18)

on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc. Ms "BROOKLYN HEIGHTS"

Tonnage { Gross 1030 Net 569

Nominal Horse Power

No. of Main Boilers 1

No. of Donkey Boilers 1

Steam Pressure— Main Boilers 1

Donkey Boilers 120 lb.

Vessel built at Stockholm By whom Godtfred Tagvik Altiel When 1917 (Year. Month.)

Engines made at " By whom Atlas Co. When 1926

Boilers, when made (Main) ✓ (Donkey) 1926

Owners North American Motor Ship Corp. Owners' Address 26 Broadway New York (if not already recorded in Appendix to Reg. Stg. Book.)

Managers Port New York. Voyage

If Surveyed ~~Afloat or~~ in Dry Dock (State name of Dock.) North Bellmans

Last Report No. Port

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.	Months.	Machinery and Boiler Surveys (including date of N.B., if any).
(Class Contemplated) 100 A1			

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

Particulars of Examination and Repairs (if any) LME-JS

Periodical 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 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 has 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 " " " Yes.

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

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

In 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? ✓

The latest date of internal examination of each boiler 24/6/40 Present 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?

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 120 lb.

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

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

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

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? O.G. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has the shaft now been changed? No If so, state reasons ✓

Is 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 26/6/40 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 0.5 5/16"

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

Work done:- Vessel placed on dry dock 0.S tail shaft drawn & examined O.G. seen. Connections opened up & examined. Fastenings good.
LS main engine cylinders, pistons rods, wrist pins & guides, heads & valves, including compressed & scavenge pumps) and crank shaft examined. P.S. thrust & tunnel shafting examined. Steam & Diesel Generator cylinders, pistons rods, wrist pins & guides, covers, and valves, and crank shaft examined. Auxiliary Compressed cylinders, pistons, rod, heads & valves & crank shaft examined. Bilge, cooling water, ballast, general service, bilge, fuel oil transfer & daily bilge pumps examined. Starting air tank, lub oil & daily service tank examined internally. Pressured hydraulic test of 1500 lbs on high pressure air bottles applied by LS Inspector. Bottles afterwards examined internally P.T.O.

General Observations, Opinion, and Recommendation:— Bottles afterwards examined internally

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.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 8,34

The machinery of this vessel is now in good working order and eligible in my opinion to be classed LMC 8.40. DBS 8.40 and tailshaft seen O.G. 6.40

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

Fee (per Section 29) $215.00 Fees applied for 26-9-1940

Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 24/11. 1940

Working expenses (if chargeable) £ : :

NEW YORK SEP 26 1940

Committee's Minute

Signed See 1st Entry Report attached

H. Boylan.
Engineer Surveyor to Lloyd's Register of Shipping.

W1642 — 02 H 5

Rpt. 9a.

Port of New York. Continuation of Report No. 40485 dated Sept 24, 1940 on the

"BROOKLYN HEIGHTS"

Cumsing arrangements examined. Electric installation examined and Megger tested.

Returned at hydraulic test of 180 lbs on the donkey boiler and steam pipes applied by U.S. inspectors, the boiler was afterwards examined internally & externally & found in good condition, all mountings found good. Safety Valves adjusted under steam to 120 lbs.

Main & Aux. machinery examined under working conditions.

RCB.

Noted

For R.B. Lme 540. DB 540
S6-40 O.G.

Oil Engine 2 S.C. S.A.
Seq 15 7/8 - 28 1/4
NHP 350.
NE 26.
NDB 26 - 120 ##

D. N. M.
1.1.41

Submitted the surveyor
has asked the name of
the oil retaining gland
under which it
received the
Society approval

Lt. 24-2-41.

Certificate

14/12/40.