

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

Date of writing Report 16th Sept., 1953. When handed in at Local Office 16th Sept., 1953. Port of PHILADELPHIA, PA.
 No. in Reg. Book 11878 Survey held at Hog Island, Phila., Pa. Date, First Survey 8th Sept., Last Survey 14th Sept., 1953
 on the Machinery of the ~~Wood Iron on Steel~~ M.V. "GULFBIRD" (No. of Visits three)

Gross 10217 Vessel built at Haverton Hill-on- By whom Furness S.B. Co., Ltd. Year. Month.
 Net 6329 Engines made at Sld. Tees When 1928 6
 Nominal Horse Power 785 MN Boilers, when made (Main) - By whom Wm. Doxford & Sons, Ltd. When " "
 No. of Main Boilers - Owners Gulf Oil Corp. (Donkey) " "
 No. of Donkey Boilers - Owners' Address - (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers - Managers - Port Phila., Pa. Voyage -
 No. in Donkey Boilers 150 lbs. If Surveyed Afloat or in Dry Dock Afloat
 (State name of Dock.)

Last Report No. 52678 Port N.Y.

Particulars of Examination and Repairs (if any) Damage.

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 dates 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 offered his services for this purpose, and why they were declined.

Is a damage report made by anyone else? If so, by whom Preliminary Report - Salv. Assoc.
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " "

Is was not done, state for what reasons?

What parts of the Boilers could not be 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?

Latest date of internal examination of each boiler

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?

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 the crew 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 the shaft now been changed? If so, state reasons

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used?

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

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

Is electric light and/or power fitted?

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?

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

Damage stated to have been sustained when the after web of the scavenge pump crank section broke on August, 1953, while on a voyage from Philadelphia, Pa. to Port de La Cruz.

ND:-

after web of the scavenge pump section of the main engine crank shaft broken in two pieces in of the inner edge of crank pin fillet. The crank web balance weight jammed against the broken ion of web, the forward and after sections of engine bed plate with long fractures and broken ay of Nos. 2, 3, 4 & 5 main bearing caps, bearing shells and bolts broken and distorted. Nos. 1, & 4 crank assemblies, crank bearings and bolts also Nos. 1, 2, 3, 4, 5 & 6 main bearing spools and distorted.

General Observations, Opinion, and Recommendation:-

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 CS 3,34,

For the information of the Committee.

(per Section 29) \$: : Fees applied for
 Damage or Repair Fee (if any) \$: : 19
 (per Section 29) \$: :
 Expenses (if chargeable) \$: :
 Received by me, 19

Committee's Minute NEW YORK SEP 23 1953

ed laid up pending repairs.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Scavenge pump crank bearing and bolts bent and distorted, connecting rod crosshead and crosshead bearing and bolts bent and distorted. Guide and slipper broken. Pump housing broken.

Twelve (12) main engine connecting rods bent and distorted.

Nos.1, 2, 3 & 4 centre and side crossheads, crosshead bearings and slippers twisted and distorted.

Crank case housing broken at top port side, No.3 cylinder.

Upper piston housings Nos.1 & 3 fractured and broken at top and covers broken and pushed up.

NOTE:-

No parts of the main engines have been dismantled at this time as no decision has been arrived at regarding the future of this vessel. The vessel is at present laid up at the Hog Island Wharf of the Gulf Oil Company.

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