

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

(Received at London Office 28 APR 1942)

Date of writing Report Feb 18 1942 When handed in at Local Office 1942 Port of New York
 No. in Reg. Book 74797 Survey held at Harmon Harbor Brooklyn Date, First Survey Jan 30 Last Survey Feb 3 1941
 on the Machinery of the Wood, Iron or Steel S.S. GEMSTONE (No. of Visits 4)
 Tonnage Gross 4986 Net 3941 Vessel built at Liverpool By whom Sir Philip Oswald When 1938-2
 Nominal Horse Power 303 Engines made at UK By whom N.E. & W. Mar. Eng. Co. (Donkey) When 1938
 No. of Main Boilers 2 Owners Swire & Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Navigation & Coal Trade Board Port London Voyage
 Steam Pressure in Main Boilers 220 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Greenwich
 in Donkey Boilers 220 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. ✓ Port ✓

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? ✓

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? not prepared at this time

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 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? ✓ 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? 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 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 Jan 25/1942 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

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. ✓

hopper - vessel placed on drydock, propeller removed, tail kept with down
examined found in poor order, coupling bolts examined & renewed all refitted,
screw valves & connections examined & found in good order.
The Chief Engineer reported the safety valves as "not blowing
freely" at 220 lbs. Adjustments were made and valves
now blow freely at 220 lbs per sq in.
Several defused items were installed and examined
under working conditions & found satisfactory.

General Observations, Opinion, and Recommendation:— The 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.&M.S. 9.11, *L.M.C. 9.11, or *L.M.C. 140 lb., F.D., &c.)
is in good order and eligible in my opinion to remain as
now classed with pres record of T.S. 1-42.

Survey Fee (per Section 29) £20 Fees applied for Feb 20 1942
 Special Damage or Repair Fee (if any) £30 (per Section 29.)
 Travelling expenses (if chargeable) £ Received by me, 7/24 1942
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR 11 1942
 Assigned as usual
 T.S. 1, 42.
 Lloyd's Register Foundation
 W170-0044

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

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

Noted

Handwritten notes at the top of the page, including a signature and the date 13/5/42.

Main body of handwritten text in the left column, detailing various entries and observations.

Second column of handwritten text, continuing the notes and possibly including a list or table.

Third column of handwritten text, containing further detailed notes and possibly a signature.

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