

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

(Received at London Office)

Date of writing Report 20<sup>th</sup> Apr 1942 When handed in at Local Office 20<sup>th</sup> Apr 1942 Port of Galveston Texas  
 No. in Reg. Book 76604 Survey held at Galveston Texas Date, First Survey 16<sup>th</sup> March Last Survey 11<sup>th</sup> April 1942  
 on the Machinery of the Wood, Iron or Steel M. V. J. A. Moffett Jr. (No. of Visits 8)  
 Tonnage { Gross 9788 Vessel built at Hearny N. G. By whom Federal S. B. Co. Year. Month. 1921 8  
 Net 6137 Engines made at Hamilton Ohio By whom Hovren Owens & Rentschler Co. When 1927-12  
 Nominal Horse Power 1053 Boilers, when made (Main) (Donkey) 1927  
 No. of Main Boilers ✓ Owners Standard Oil Co of New Jersey Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 2 WT Managers Port Wilmington Del Voyage ✓  
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat ✓ in Dry Dock ✓ Gold Gal D Ds Inc Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 250 lbs (State name of Dock.)

Last Report No. Port Part C.S.Particulars of Examination and Repairs (if any) Docking & D.B.S.

(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 " " yes

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? A hydrostatic test was also witnessed to 375 lbs satisfactory

State latest date of internal examination of each boiler April 2<sup>nd</sup> & 3<sup>rd</sup> 1942

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 6 yes

To what pressure were they afterwards adjusted under steam? 250 lbs.

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

and of the Donkey Boilers? yes

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? yes

Has screw shaft now been drawn and examined? No

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 Pt 3/32 St 3/16

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. Complete. (C.S. case).

Now Done - While the vessel was on dry dock the both propellers & fastenings of the stern bushes & of the sea valves also all sea valves were examined & found in good order.

D.B.S. now done - Both boilers were subjected to 375 lbs. also their steam pipes examined & found or now placed in good order then examined externally & internally with all doors, mountings & safety valves & found in good order. Their safety valves were adjusted under steam at 250 lbs. The oil fuel pumps, piping & connections were examined under working conditions & found sound & tight.

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

(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.)

order & eligible in my opinion to remain as now classed with fresh record of D.B.S.-4-42 & notation of +L.M.C. C.S. (with date) on completion of this survey

Survey Fee (per Section 29) £ 85.00

Special Damage or Repair Fee (if any) £ :

(per Section 29.)

Travelling expenses (if chargeable) \$1.00

Fees applied for

20/4/42 WR.

Received by me,

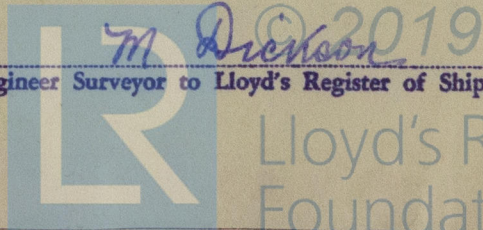
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Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 29 1942

Assigned As usual

D.B.S. 4.42.



Lloyd's Register of Shipping

W181-0131(112)

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

Oil Engines  
Continuous Survey.

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



Galveston Texas

M. V. J. A. Moffett Jr.

Now Done towards L.M.C. C.S. -

Examined, Port main engine - the Nos 1, 2 & 4 cylinders heads, liners, pistons, crossheads, & bearings, all guides & shoes. Thrust shaft & bearings.

On Starb main engine - the Nos 1, 3 & 4, cylinders, heads, liners, pistons, crossheads & bearings, all guides & shoes, Thrust shaft & bearings. The scavenge pump cylinder, piston & all valves, & all found or now placed in good order.

Owners Repairs - Eight boiler tubes now renewed and a new upright domestic heating boiler placed on board with A.B.

certificate & marks, Lukens Steel for working pressure of 100 lbs. Test pressure 150 lbs. 7268, 3-26-41 A.B. (43) The old heating

boiler was removed & new one placed but not yet fitted with a safety valve, & was tested & witnessed to 150 lbs satisfactory

Six sets of action guides were planed off on faces & replaced liners to No 1 Starb No 2 Port & after dock trials the No 4 Starb were all renewed at this time

The crosshead pins of No 3 Starb were trued & bearings remetalled also two spare valves of crosshead bearings now remetalled

The scavenge pump piston of Starb engine now renewed with rings

The fuel service pump in fore room, piston rings renewed all valve gear rebraked & suction line made tight & all tested out & other minor repairs.

M.D.



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Foundation

W18/0131(212)



