

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

(Received at London Office

25 NOV 1941

Date of writing Report 6th Oct. 1941 When landed in at Local Office 7th Oct. 1941 Port of NEW ORLEANS, LA.
 No. in Survey held at New Orleans, La. Date, First Survey July 5 Last Survey July 25 1941
 Reg. Book 74121 on the Machinery of the Wood, Iron or Steel S.S. "EUGENE V. R. THAYER" (No. of Visits twelve)
 Tonnage Gross 7138 Vessel built at Wilmington, De. By whom Bethlehem S.B. Corp. Id. Year. Month. 1920 12
 Net 5111 Engines made at " By whom " When "
 Nominal Horse Power 593 Boilers, when made (Main) 1920 (Donkey) ✓
 No. of Main Boilers 3 Owners Sinclair Refining Co. Owners' Address "
 No. of Donkey Boilers ✓ Managers and Port New York Voyage "
 Steam Pressure in Main Boilers 200 lbs If Surveyed Afloat xx in Dry Dock Todd-Johnson B.D. Inc. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. " Port "

Particulars of Examination and Repairs (if any)

Docking, LMC Repairs

(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? Yes

" " " "

Donkey " " " "

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?

State latest date of internal examination of each boiler July 10, 11 & 14, 1941

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? 200 lbs

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? yes

and of the Donkey Boilers? "

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

and of the Donkey Boilers? "

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

and of the Donkey Boilers? "

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? No 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 1/8"

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

Is electric light adequate 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

Now Done :-

Vessel placed on drydock. Fastenings of propeller stern bush and sea fastenings examined now good.

All sea valves examined now good. Cylinders, pistons, piston rods, valves, valve chests and faces

valve rods and gear, condensers, main circulating and air pumps, auxiliary pumps, cargo pumps,

auxiliary machinery, pumping arrangements, electric engines and installation, all examined now good

Main boilers examined externally and internally with mountings and fittings, all now good. All

safety valves adjusted under steam now good. The installation tested under working conditions and

the fuel tank valves and deck control gear in good working order. The oil discharge pipes between

the pumps and the furnaces are in good condition, accessible, visible and well lighted for their

entire length and the joints are tight. Steam pipes examined, tested, and found good.

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

(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.)

*L.M.C. 140 lb., F.D., &c.)

eligible to remain as classed with fresh record of survey *LMC 8,41

Survey Fee (per Section 29) LMC \$130.00

Special Damage Repair Fee (if any) BS £ 45.00

(per Section 29.)

Travelling expenses (if chargeable) £ 10.00

Fees applied for

July 31 1941

Received by me,

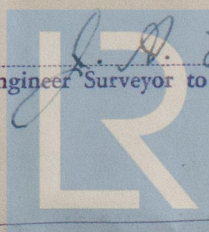
19

Acting Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned + LMC-7, 41.

NEW YORK OCT 15 1941



Lloyd's Register Foundation

W 35-0008

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

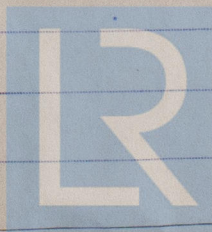
Port of NEW ORLEANS, LA. Continuation of Report No. 5446 dated 6th October, 1941 on the

S.S. "EUGENE V. R. THAYER"

REPAIRS: Wear and Tear:-

Stern gland repacked. I. P. piston rod renewed and spare valve stem fitted. I. P. link block wrist pin machined and new brasses fitted. L. P. port and starboard valve chest liners bored out and new rings fitted to valves. New impeller shaft fitted to main circulating pump and small hole in impeller brazed. All electric circuits through-out tested, all shorts and grounds removed. Wiring under fore and aft bridge renewed. System proved in good order. Engine room telegraph and connections overhauled and placed in good order. Other repairs of a more minor nature carried out.

J. A. L.



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Noted

It is concluded that the Pelge pump
the sea cocks and the crank
thrust and intermediate
shafts, none of which are
mentioned in the report
were examined & found
in good condition
but this should be
confirmed.

Yes. (See high alt. 11.2.44)

WMA
11/12/44

...the Pelge pump ... the sea cocks ... the crank thrust and intermediate shafts ... none of which are mentioned in the report ... were examined & found in good condition but this should be confirmed.



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