

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

(Received at London Office)

23 JUN 1942

Date of writing Report 20th May 1942 When handed in at Local Office 20th May 1942 Port of MOBILE, ALABAMA

No. in Survey held at MOBILE Date, First Survey 22nd April Last Survey 8th May 1942

Reg. Book No. 4634 on the Machinery of the ~~Wood Iron~~ Steel S.S. "GULFOIL" (No. of Visits 6)

Gross Displacement 5189 Vessel built at Camden, NJ. By whom New York S.B. Corp. Year. Month. When 1912 12

Net Displacement 3202 Engines made at " By whom " When -

Nominal Horse Power 543 Boilers, when made (Main) - (Donkey) -

of Main Boilers 3 SB Owners Gulf Oil Corporation Owners' Address -

of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)

Main Pressure 190 lbs Main Boilers. If Surveyed Afloat or in Dry Dock both Port Philadelphia Voyage -

Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. - Port -

Particulars of Examination and Repairs (if any) DAMAGE, B.S., pt. M.S. & rprs.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case. N.Y.K. Letter April 4th 1942.

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

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? no (D.B. not to be used.)

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? Boilers tested hydrostatically.

Latest date of internal examination of each boiler 29/4/42 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? 190 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 the 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 the 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? -

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 3/16"

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 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. TO COMPLETE THE SURVEY the main condenser forward water box to be renewed. (The Owners' Representative states the casting has been ordered and will be placed at the first opportunity.)

Damage stated to have been sustained by vessel encountering heavy weather March 2nd, 3rd, 5th and 6th 1942, while on a voyage from Port Arthur, Texas, to Philadelphia, Pa.

Vessel placed on drydock, examined the propeller, fastenings of the stern bush and of the sea connections and found or placed in good order.

Damage Repairs

Propeller cement cut off propeller blade nuts, all nuts hardened up and recemented.

Signature P.T.O.

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

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.)

safe working condition, eligible in my opinion to remain as classed and to have record of

4,42 and M.S. with date in the Register Book when the survey has been completed.

Signature J.C. Smith

Engineer Surveyor to Lloyd's Register of Shipping.

Signature B.S. 4,42

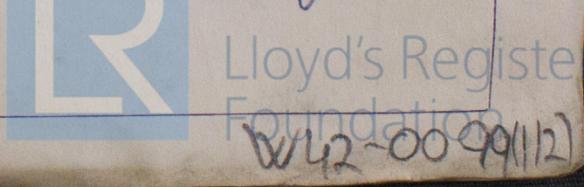
Signature NEW YORK MAY 27 1942

Signature



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

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



W42-00 99/12

S.S. "GULFOIL"BOILER SURVEY

The three main boilers were examined internally and externally with all mountings and steam piping and fittings. These boilers were subjected to a hydrostatic pressure of 235 lbs. per square inch in accordance with the annual survey governed by the laws covering U.S. inspection, Bureau of Marine Inspection and Navigation, and were found sound and tight at that pressure. Safety valves adjusted under steam as above.

REPAIRS - WEAR & TEAR

The following stay bolts were renewed:-

2 in Forward Boiler, 4 in Port Boiler and 1 in Starboard Boiler.

The heads of staybolts were conically welded after installation.

Main stop valve forward boiler fitted with new valve seat.

Main feed stop valve starboard boiler new disc fitted.

New studs replaced in valve bonnets and glands as necessary.

Brickwork, furnace fronts repaired as necessary.

Fuel Oil Installation

The fuel oil installation tested and examined under working conditions, fuel tank valves and deck control gear tested out and found in good order. Oil discharge pipes between the pumps and furnaces examined and found to be tight and in good order.

MACHINERY SURVEY

Main high injection valve renewed.

Main condenser forward water box to be renewed. (This repair was not carried out at this time and Owners' Representative states the casting has been ordered and will be replaced at the first opportunity.)

REPAIRS - WEAR & TEARMain Condenser

Examined main condenser. A total of one hundred and sixty (160) tubes have been renewed and condenser tested and found tight.

Auxiliary Condenser

The present patch on condenser removed and a new patch placed with additional tap bolts, making a more efficient repair. Five (5) tubes were renewed.

Water box renewed forward end of condenser.

After completion of repairs condenser tested and found tight.

Overboard discharge valve seat trued up. Valve disc built up and all reassembled in good order.

Forward Main Feed Pump

New valve seats and new locking screws installed.

Other repairs of a minor nature carried out at this time.

ELECTRIC INSTALLATION

An additional unit was installed for degaussing purposes or, if necessary, for ship's circuits.

This is a turbo-generator furnished by Nola Electric Company, 826 Baronne St., New Orleans, La., and a second-hand unit.

The following markings were observed:-

Murray Standard Turbine No. 837 25 HP RPM 3500 Steam Pressure 160 lbs.

Type N.A. Generator 15 KW 3500 RPM

125 V. - 120 Amp. D.C. - Winding Comp'd-No. 152499.

Louis Allis Co., Milwaukee, Wis.

Necessary steam connections, switchboard panel and accessories installed in good order.

Upon completion of work this unit was tested according to the Rules and under full working conditions and found or made satisfactory.

After completion of repairs the main and auxiliary machinery were subjected to a dock trial, during which period all the machinery functioned satisfactorily.

J.C. SAUER



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