

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

(Received at London Office)

Date of writing Report 2nd February 1953 When handed in at Local Office 2nd February 1953 Port of MOBILE, ALABAMA

No. in Reg. Book 61721 Survey held at Mobile, Alabama Date, First Survey 19th January 1953 Last Survey 28th January 1953 (No. of Visits -9-)

on the Machinery of the Woodchopper Steel s.s. "GULFWAX"

Tonnage { Gross 8862 Vessel built at Chester, Pa. By whom Sun S.B. Company When 1921 9  
 Net 5522 Engines made at Chester, Pa. By whom Sun S.B. Co. When - -  
 Nominal Horse Power 819 Boilers, when made (Main) - (Donkey) -  
 No. of Main Boilers 4 SB Owners Gulf Oil Corporation Owners' Address -  
 No. of Donkey Boilers - Managers - Port Philadelphia, Pa. Voyage -  
 Steam Pressure in Main Boilers 220 lb. If Surveyed Afloat and in Dry Dock Ala. D.D. & S.B. Co. 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) DKG., BS.

(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 " " " " No, out of commission

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 23 January 1953 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? 220 p.s.i.

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? -, 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? - 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 1/4 ins.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

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 -

Vessel placed on drydock, propeller, outside fastenings and sea valves examined and found satisfactory.

The main boilers examined throughout with mountings, doors and fastenings, repaired as necessary and placed in satisfactory condition, afterwards examined under steam and the safety valves adjusted to the above working pressure.

S.R.List:- Donkey boiler remains out of commission. Active corrosion in the boilers specially examined and the more deeply wasted parts of the combustion chambers built up with E.W. Active corrosion is still evident on all the combustion chambers and tubes. These items should remain in the list.

Repairs: 56 plain tubes and 8 stay tubes renewed. 24 c.c. stays renewed. Combustion chamber top seams of the forward starboard boiler built up with E.W. Other minor repairs effected.

The oil burning arrangements tested and fire extinguishing appliances examined and found in order.

The following machinery repairs effected, parts examined and found satisfactory: Two fuel oil service pump steam (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen,

(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 \*LMC 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed with fresh record of BS 1,53.

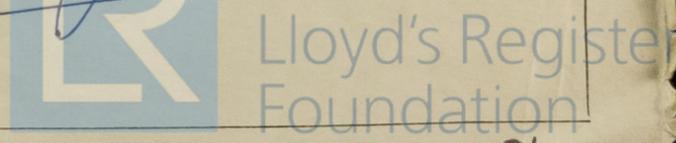
Survey Fee (per Section 29) BS \$ 120.00 : Fees applied for 2nd Feb, 1953  
 Repair Fee (if any) \$ 50.00 :  
 Travelling expenses (if chargeable) \$ 6.00 :  
 Received by me, 1953

Committee's Minute As now - Subject

Assigned As now - Subject

BS 1,53

*[Signature]*  
 Engineer Surveyor to Lloyd's Register of Shipping.



002051-002061-0094

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

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

cylinders bored true and the pistons renewed. Main injection pipe partly renewed. IP. eccentric straps remetalled. Port after generator armature commutator partly rebuilt and machined true, megger tested and tried under load and found satisfactory. Other minor repairs effected.

2nd February 23

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The machinery of this vessel, so far as now concerned, is eligible in my opinion to remain as classed with track record of 23.1.23.

The following machinery repairs effected, parts examined and found satisfactory: Two fuel oil service pump steam connections tested and fire extinguishing appliances examined and found in order.

Repairs: 50 plain tubes and 8 stay tubes renewed. 24 c.c. stays renewed. Combustion chamber top seams of the forward starboard boiler built up with E.W. Other minor repairs effected.

Remarks: Boiler boiler remains out of commission. Active corrosion in the boiler especially examined and the more decayed parts of the combustion chambers built up with E.W. Active corrosion is still evident on all the combustion chambers and tubes. These items should remain in the list.

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The main boilers examined throughout with mountings, doors and fastenings, repaired as necessary and placed in satisfactory condition, afterwards examined under steam and the safety valves adjusted to the above working pressure.

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Noted  
 Subject to docking  
 Boiler not being used  
 Part.  
 17.3.53.