

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

(Received at London Office JUN 1949)

Date of writing Report 2nd Feb. 1949 When handed in at Local Office 19 Port of San Francisco & Seattle

No. in Book Survey held at Portland, Oregon Date, First Survey 17 June 48 Last Survey 30th Jan. 1949

Previously entered on the Machinery of the M.V. "NELLY" ex "Long Island" ex "Mormacmail" (No. of Visits 19)

Age Gross 7886 Net 4682 Vessel built at Chester, Pa. By whom Sun S.B. & D.D. Corp. When 1940

Nominal Power 2060 Engines made at St. Louis, Mo. By whom Busch-Sulzer Bros. Diesel Engine Co. When 1940

of Main Boilers - Boilers, when made (Main) - (Donkey) 1940 Owners Caribbean Land & Shipping Corp. Owners' Address -

of Donkey Boilers 1 Managers T. Gaatos & Co., New York, USA Port Panama Voyage European

Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

st Report No. Port C.S., T.S. & D.B.S.

Particulars of Examination and Repairs (if any) Periodical Surveys, when held, must be reported in detail and serially 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.

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

as 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

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?

Latest date of internal examination of each boiler 21st September 1948 Present condition of funnel 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? Yes To what pressure were they afterwards adjusted under steam? 100 lbs. per sq. in.

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Is 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? No

Is shaft now been changed? No If so, state reasons - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Latest date of examination of Screw Shaft 18 Jan. 49 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 7/32"

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done. Complete

WORK DONE:-

Port and starboard forward and aft main engines, magnetic couplings, single reduction unions, gear and all bearings completely opened up, examined and replaced in good order.

Inboard and outboard forward, also aft Diesel Generator Engines completely opened up, examined and replaced in good order.

All auxiliary machinery as detailed hereunder opened up, examined and replaced in good order.

Starting air receivers examined internally and tested to 1200 lbs. per sq. in. and found satisfactory. Principal auxiliary steam pipes tested to Rule Requirements.

(OVER)

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.G.M.S. 9,11, L.M.C. 9,11, or LM C 140 lb., F.D., &c.) CS 334,

satisfactory condition and is eligible, in our opinion, to be favorably considered by the Committee for Classification with Lloyd's Register of Shipping and may then be entitled to records of

LM C (C.S.) 1,49; T.S. (C.L.) 1,49 and D.B.S. 1,49 subject to a spare propeller being supplied at

the earliest opportunity.

Classification of Machinery \$684.00 Survey Fee (per Section 29) \$242.00 Electrical \$: : Special Damage or Repair Fee (if any) \$: :

Donkey Boiler (per Section 29.) 98.00 Travelling expenses (if chargeable) \$331.00

Committee's Minute NEW YORK MAY 18 1949

Assigned L.M.C. - 1,49 subject D.B.S. 1,49 T.S. 1,49

T.D.B. (100 lbs.)

Fees applied for 7 Mar. 1949 Received by me, [Signature]

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



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

Water tube Donkey boiler examined externally and internally with all doors, fastenings and mountings inclusive of waste heat elements and found or placed in satisfactory condition. The boiler was tested to 150 lbs. per sq. in. by hydraulic pressure and found sound and tight. Boilers examined under working conditions, the safety valves adjusted to 100 lbs. per sq. in., the oil fuel burning arrangements examined and found satisfactory. Report 5 C herewith.

The vessel placed in dry dock. Propeller and all outside fastenings of the ship injection and discharge valves examined. All injection and discharge valves opened up, examined and replaced in good order.

Tail shaft with continuous liner drawn in, examined and found in satisfactory condition. The stern gear was replaced, examined and found in order.

Electric driven windlass opened up, examined throughout and replaced in good order.

On completion of work the main and auxiliary machinery were tested under full working conditions and found satisfactory.

Details of the main propelling machinery are as per accompanying report 4 b.

The auxiliary Diesel generating engines are as follows:-

3 - Cooper Bessemer 5 cylinder 12" dia. x 15" stroke 400 B.H.P. @ 450 R.P.M.

4 cycle solid injection Diesel engines direct coupled to 3 - 275 K.W. 120/240

volt direct current generators, General Electric.

These generating sets are situated starboard side engine room floor level and are disposed inboard and outboard forward, aft.

The engine room auxiliary machinery is as follows:-

STARTING AIR RECEIVERS

4 - 42" dia. starting air receivers situated vertically port for'd engine room Outboard, outboard centre, inboard centre and inboard. 1 - 24" air receiver situated starboard side engine room.

3 - MAIN ENGINE FRESH WATER CIRCULATING PUMPS

Electric centrifugal situated starboard side engine room, forward, centre and aft.

3 - MAIN AIR COMPRESSORS

Electric driven 2 stage. Situated port forward engine room, lower platform, inboard and outboard.

3 - MAIN SALT WATER CIRCULATING WATER PUMPS

Electric driven centrifugal situated starboard side engine room, forward, centre and aft.

OIL FUEL TRANSFER PUMP

Electric driven gear type situated starboard side engine room.

3 - MAIN LUBRICATING OIL PUMPS

Electric driven screw displacement situated starboard side engine room:- Forward, centre and aft.

2 - FIRE AND SANITARY PUMPS

Electric centrifugal situated forward bulkhead in engine room - port and starboard.

1 - SANITARY PUMP

Electric driven two plunger pump situated forward end engine room.

MAIN BILGE PUMP

Electric driven centrifugal situated port side engine room lower platform.

BALLAST PUMP

Electric driven centrifugal situated port side engine room lower platform.

EMERGENCY AIR COMPRESSOR

Electric driven two stage situated port forward in engine room.

M.V. "NELLY" ex "Long Island" ex "Mormacmail"

AUXILIARY FRESH WATER CIRCULATING PUMP

Steam driven duplex situated for'd in engine room.

2 - DONKEY BOILER FEED PUMPS

Steam simplex situated port aft in engine room - forward and aft.

REFRIGERATING MACHINERY CIRCULATING WATER PUMP

Electric centrifugal situated starboard side engine room.

2 - DOMESTIC FRESH WATER PUMPS

Electric driven two ram pumps situated starboard side in engine room - inboard and outboard.

3 - OIL FUEL BOOSTER PUMPS FOR MAIN ENGINE FUEL

Electric driven gear type situated starboard aft in engine room - forward, centre and aft.

3 - MAIN ENGINE FRESH WATER COOLERS

Situated starboard side engine room:- for'd upper; for'd lower; aft.

3 - MAIN ENGINE LUBRICATING OIL COOLERS

Situated port side engine room:- Outboard, centre and inboard.

EMERGENCY DIESEL

6 cylinder Buda Diesel engine direct coupled to 100 K.W. D.C. generator.

J.R. E. J. J. J.