

(Received at London Office

|                     |           |  |                           |   |                          |             |            |
|---------------------|-----------|--|---------------------------|---|--------------------------|-------------|------------|
| Gross.....          | 6165      | Vessel built at.....                   | Chickasaw, Ala.           | By whom.....  | Gulf S.B. Corporation    | Year.....   | Month..... |
| Net.....            | 3519      | Engines made at.....                   | Lynn, Mass.               | When.....   | 1942                     | 11          |            |
| Power.....          | 1220      | Boilers, when made (Main).....         | 1942                      | By whom.....  | General Electric Company | When.....   | 1942 11    |
| Main Boilers.....   | 2 W.T. 64 | Owners.....                            | Waterman S.S. Corporation | (Donkey).....   | -                        |             |            |
| Donkey Boilers..... | -         | Managers.....                          | -                         | Owners' Address.....  | -                        |             |            |
| Pressure.....       | -         |  |                           | (if not already recorded in Appendix to Register Book.)                                       |                          |             |            |
| Main Boilers.....   | 500 lb.   | If Surveyed Afloat or in Dry Dock..... | Drydock                   | Port.....   | Mobile                   | Voyage..... | -          |
| Donkey Boilers..... | -         | (State name of Dock.)                  | Beth. Key Highway         | Particulars of Classification (which must be inserted precisely as in Register Book & Sample) |                          |             |            |

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

| CHARACTER  |      | Years<br>assigned<br>now<br>expired | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any) |      |
|--|------|-------------------------------------|---|------|
| ✚ for Special Survey<br>Date of last Survey and of<br>Periodical Surveys |      |                                     |   |      |
| *100AL   | 1-52 |                                     | *LMC MS   | 4-52 |
| with freeboard   |      |                                     | TS(CL)  | 4-52 |
| s.s. Mob.  | 1-52 |                                     | BS  | 9-51 |
|  |      |                                     |   |      |
|  |      |                                     | W.T.B.  |      |
| Carrying oil FP above 150° F in MT                                       |      |                                     |   |      |
| Fitted for oil fuel 11-42 FP above 150° F                                |      |                                     |   |      |

SEE SPL. NOTE S.R.L. (MACHY)

Report No. Port

**ulars of Examination and Repairs (if any)** Drydocking

al 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, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the he report. State also the dates and initials of any letters respecting this case

ge 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.

amage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey "

tate for what reasons. not due for survey

pecial means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? } What parts of the Boilers could not be thus thoroughly examined?

est date of internal examination of each boiler.

Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

crew shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

proved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

ash. 1/8" Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

rts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

vey is not complete, state what arrangements have been made for its completion and what remains to be done.

done:- Vessel placed in drydock; propellers, fastenings of the stern bush and sea connections examined & found good.

Repairs Effected:- Renewed wasted main high suction sea valve, new valve chest satisfactorily tested to 125 lbs. before installed.

| CHARACTER<br>* for Special Survey<br>Date of last Survey and of<br>Periodical Surveys | Years<br>assigned<br>now<br>expired | Machinery and Boiler<br>Surveys<br>(including date of N.B., if any) |
|---|-------------------------------------|---|
| *100A1  | 1-52                                | *LMC MS 1-52  |
| with freeboard  |                                     | TS(CL) 1-52   |
| S.S. Mob.   | 1-52                                | BS 9-51   |
|   |                                     | W.T.B.  |
| Carrying oil FP above 150° F in MT  |                                     |   |
| Fitted for oil fuel 11-42 FP above 150° F   |                                     |   |

SEE SPL. NOTE S.R.L (MACHY)

(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 be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✕LMC 9,11 or ✕LMC 140 lb., FD. &c.)

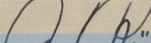
The machinery of this vessel so far as now seen, is in good and efficient working condition and eligible opinion to be continued as classed without fresh record of Survey.

|                                    |    |   |                  |  |
|------------------------------------|----|---|------------------|--|
| Fee (per Section 29) .....         | \$ | : | Fees applied for |  |
| Damage or Repair Fee (if any)..... | \$ |   | .....19.....     |  |
| (per Section 29)                   |    |   |                  |  |
| ng expenses (if chargeable).....   | \$ |   | Received by me.. |  |
|                                    |    |   | .....19.....     |  |

Committee's Minute ..... NEW YORK MAR 18 1953

ned As now Deferred for CP BS

Engineer Surveyor to Lloyd's Register of Shipping



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**R**

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

014631-014641-0284

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Noted

Re B.S. not advanced

Gen

10/4/53

See end 8/6/53

RAPHAEL SEMMES

Rpt No. Bul. 9872.

Copies of Certificate of  
Inspection



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