

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

(Received at London Office)

Date of writing Report 20th Oct., 1952 When handed in at Local Office 20th Oct., 1952 Port of PHILADELPHIA, PA.  
 No. in Reg. Book 73898 Survey held at Pier 78S, Phila., Pa. Date, First Survey and Last Survey 2nd Oct., 1952.  
on the Machinery of the Wood Iron or Steel S.S. "RAPHAEL SEMMES" (No. of Visits one)

Tonnage { Gross 6165 Vessel built at Chickasaw, Ala. By whom Gulf S.B. Corp. Year. Month. 1942 11  
 Net 3519 Engines made at Lynn, Mass. By whom General Elec. Co. When " " "  
 Nominal Horse Power 1220 MW Boilers, when made (Main) 1942 - 11 (Donkey) -  
 No. of Main Boilers 2 Owners Waterman Steamship Corp. Owners' Address -  
 No. of Donkey Boilers - Managers - Port Mobile, Ala. Voyage -  
 Steam Pressure in Main Boilers 500 lb. If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers - (State name of Dock.) -

Last Report No. 9743 Port Bal.

## Particulars of Examination and Repairs (if any) Part B.S.

(Periodical Surveys, when held, must be reported in detail and serialim 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 Port 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 Port 2/10/52 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Port Main Boiler? yes To what pressure were they afterwards adjusted under steam? -

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 Port 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 Port Main Boilers? yes, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? - 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 -

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. To complete the survey, the safety valves of port boiler remain to be adjusted under steam. It is stated that the survey will be completed at the first opportunity.

PART BOILER SURVEY:-

HOW DONE:-

The port boiler examined internally and externally with its safety valves, doors, mountings and superheater.

No repairs effected.

Interim certificate issued - copy attached.

## General Observations, Opinion, and Recommendation:-

(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.)

The boilers of this vessel, so far as now seen, are eligible, in my opinion, to remain as classed, with fresh record of B.S. 10,52, as previously recommended, when the safety valves of the port boiler have been adjusted under steam.

Survey Fee (per Section 29) \$ 45.00

Special Damage or Repair Fee (if any) \$ : : (per Section 29.)

Travelling expenses (if chargeable) \$ 1.50

Committee's Minute Assigned deferred for comp. BS.

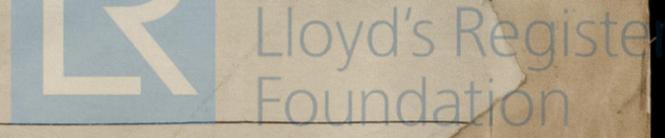
CHARACTER * for Special Survey	Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1	4,52		*LMC MS 4,52
with freeboard			BS 9,51
ss. Mob. -	8,52		TSC 4,52
Carrying oil F.P.	above 150° F in MT.		
Fitted for oil fuel	above 150° F.		11,42 F.P. WTB

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

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

so, to be sent to

For E. J. P. Wray  
E. J. Wray  
 Engineer Surveyor to Lloyd's Register of Shipping



PRINTED IN U.S.A. (The Surveyors are responsible)

NEW YORK OCT 29 1952

26 NOV 1952



© 2021

Lloyd's Register  
Foundation