Rpt. 9.

No. 42097

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

(Received at London Office 10 APR 1942)

Date of writing Report Feb 9 1942 When handed in at Local Office Feb 9 1942 Port of New York.

No. in Reg. Book 34913 Survey held at Hoboken N.J. Date, First Survey Jan 7th Last Survey Jan 30th 1942 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel M/V "MELVIN-H. BAKER"

Tonnage { Gross 4999 / Net 3115

Nominal Horse Power 488

No. of Main Boilers –

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers

in Donkey Boilers 150

Vessel built at Hog Island, Pa. By whom American Int'l S.B. Corp. When Year 1919 Month 4

Engines made at Phila. By whom W. Cramp & Sons S.B.Co. When

Boilers, when made (Main) (Donkey)

Owners ~~Seahonk Corp~~ Nat. Gypsum Co Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Waterman Steamship Agency Port Newark Voyage

If Surveyed Afloat or in Dry Dock Bth. Bethlehem Steel Co. (State name of Dock.)

Last Report No. Port

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

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)
X 100A1 8.40		X LMC.CS337
SS N.Y.K. No3 4.31		12.41, 4.36
~~SS Bat No 1 35~~		DBS ~~8.40~~
SS N.Y.K. No2 - 39		CL 4.40
NDB 23		X NE 23

Particulars of Examination and Repairs (if any) Dry. LMC. CS.

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? ✓

" " Donkey " " " ✓

If this was not done, state for what reasons? Boiler not submitted for survey.

Did what parts of the Boilers could not be thus thoroughly examined? ✓

By 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? ✓

The latest date of internal examination of each boiler ✓ Present condition of funnel(s) 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? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Has screw shaft now been drawn and examined? Yes 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 ✓

Is 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 5/32"

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? ✓

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

If Survey is not complete, state what arrangements have been made for its completion and what remains to be done C.S.

Was done The vessel placed in dry dock, propeller, fastenings of the stern tube, sea cocks & valves & their fastenings examined & found or now placed in good order.

Was examined for LMC-CS. Main engine. No 4,5 & 6 Cylinders, liners, heads, pistons & rods. No 1,2,3,4,5 & 6 Crank pins & bearings. No 1,2,3,4,5,6,7 & 8 Crank shaft journals & bearings. Ballast pumps, attached bilge & sanitary pumps, aft'n Elect driven bilge pumps. Fwd & Aft Aux Compressor Cylinders pistons & rods, HP, IP & LP intercooler Coils tested.

Repairs No 5 & 6 Cylinder heads renewed. No 4 Cylinder, liner & new head now fitted removed for use as spare & a new Cylinder liner & head fitted in its place. No 2 & 4 Crank pin bearings remetalled. Bottom halves of all main bearings remetalled. Fwd Aux HP compressor cylinder tuned up.

Left Remains No 4,5 & 6 Cylinder heads – now done & this item may be deleted from the S.R. List.

General Observations, Opinion, and Recommendation:— The Machinery of the Vessel

(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 CS 3,34, 140 lb., F.D., &c.)

is eligible, in my opinion, to remain as classed with full record of LMC. CS (with date) when the Survey has been completed.

Fee (per Section 29) LMC-CS. $50.00:

Special Damage or Repair Fee (if any) £ 50.00: (per Section 29.)

Travelling expenses (if chargeable) £ 2.00:

Fees applied for Feb. 16 1942

Received by me, 19

NEW YORK FEB 11 1942

J. M. Belton

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed As usual

CS. 1.42

W1148 - 0023

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

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

Noted
without special
condition

It is concluded that the forward & aft Aux. Compressors are driven by the forward & aft Dynamo Engines but this requires confirmation.

142.

28/4/42