

COPY

No. 8265

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

(Received at London Office)

25 JUN 1941

Date of writing Report 3rd Oct. 1940 When handed in at Local Office 19 Port of SAN FRANCISCO

in Survey held at Oakland, California Date, First Survey 26th Mar. Last Survey 17th June 1940. (No. of Visits 43)

on the Machinery of the ~~Wood Iron or Steel~~ T.S.S. "MARIA PEPA" ex "PRESIDENT WILSON" Year. Month.

Gross 12,597 Vessel built at Camden, N. J. By whom New York S.S. Corp. When 1921
 Net 6,735 Engines made at Quincy, Mass. By whom Bethlehem S.B. Corp. Ltd. When 1921
 Boilers, when made (Main) 1921 (Donkey) -
 Main Boilers 2 Owners Berge Y Compania Owners' Address -
 Donkey Boilers - Managers - Port 11180, Spain Voyage -
 Pressure- If Surveyed Afloat or in Dry Dock Both Both Particulars of Classification (which must be inserted
 Main Boilers 2654 Moore Drydock Co., Oakland, Calif. precisely as in Register Book & Supplements).
 Donkey Boilers -

Report No. Port CLASSIFICATION
 Particulars of Examination and Repairs (if any) AND L.M.C.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 -

a damage report made by anyone else? If so, by whom? No

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

Donkey " " " None

was not done, state for what reasons? -

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 May 6th, 1940 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 265 lbs.

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

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

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

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

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 May 9th, 1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

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

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

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

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

Vessel placed on drydock. Fastenings of propellers, stern bushes and sea connections examined.

REAR SHAFTS - Port and Starboard screw shafts drawn, examined and found satisfactory. Propellers examined.

Port and Starboard inner and outer stern bearings completely rewooded. Rope guards renewed.

L.M.C.

SEA CONNECTIONS: - All Sea cocks, valves and overboard discharges opened up, overhauled, examined with connections and found satisfactory.

MAIN AND AUXILIARY steam pipes tested to 530 lbs. water pressure, examined and found good.

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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., E.D., &c.)

The machinery of this vessel is eligible in my opinion to be classed with record of L.M.C. 6-40

ed for oil Fuel 6-21, F.p., above 150° F., Electric Light, and notation of T.S. C.L. 6-40 in the

ster Book.

Fee (per Section 20) £ Charged on 1st

Damage or Repair Fee (if any) £ Entry Report

ing expenses (if chargeable) £ Received by me,

(Signed David Millar for S.J. Taylor Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

igned See First Entry Report attached

NEW YORK NOV 20 1940

Lloyd's Register Foundation

003065-003074-0164

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

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T. S. S. "MARIA PEPA" ex "PRESIDENT WILSON"

L. M. C. (Continued)

MAIN ENGINES - Port and Starboard turbines opened up, Rotors, casings, blading, bearings and brasses, turbine thrusts, flexible couplings, governor gear and manoeuvring valves overhauled, examined and replaced in good order.

Port and Starboard reduction gears opened up, gears, bearings, casing, lubricating oil system, holding down bolts and seating examined and found satisfactory. Port and Starboard Main thrusts, collar and pads, opened up, overhauled and examined. All Intermediate shaft bearings and brasses opened up and examined.

PUMPS - Port and Starboard main circulating water pumps, opened up, steam turbines, impellers and casings examined.

Main and auxiliary feed pumps, Air pumps, Ballast pumps, bilge and fire pumps, sanitary and fresh water pumps, main engine lubricating oil pumps and oil cooler pumps, steam and liquid ends opened up, examined throughout, in good order.

CONDENSERS - Port and Starboard main condensers and auxiliary condenser opened up, cleaned, examined, tested, in good condition.

OIL COOLER - Main and Auxiliary lubricating oil coolers opened up, cleaned examined and tested.

PUMPING ARRANGEMENT: - Valves, cocks and strainers opened up overhauled and examined with connections, tested under working conditions and found satisfactory.

ELECTRIC EQUIPMENT - Generator turbines (3) opened up, rotors, casings, blades, bearings, governor, reduction gears examined and found satisfactory. Main switchboard sub-distribution switch boxes, wiring, fittings and connections, examined and found or placed in good order. Insulation resistance of generators, motors and wiring throughout the vessel megger tested and all found to exceed 100000 ohms.

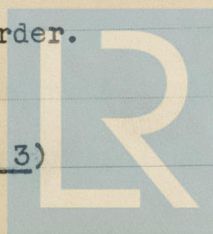
Electric equipment examined under working conditions, found satisfactory.

BOILERS - All main boilers (8) opened up, cleaned and examined throughout with superheaters, mountings, steam pipes and connections and found satisfactory. Boilers and superheaters tested by hydraulic pressure to 398 lbs. per sq. inch, examined, condition good; safety valves adjusted under steam to 265 lbs. per sq. inch as stated above.

FUEL OIL SYSTEM - Fuel service pumps and transfer pumps, steam and liquid ends, opened up, overhauled, examined throughout with connections and found satisfactory. Oil heaters opened up, cleaned, examined and tested to 600 lbs. per sq. in. Valves, deck controls and Foamite fire extinguishing system examined and tested. Fuel oil pressure pipes and connections tested to 600 lbs. per sq. inch, examined and found good. Settling tanks opened up, cleaned, examined internally and tested. Fuel oil system examined under working conditions and found satisfactory.

MAIN ENGINES AND AUXILIARY MACHINERY - examined under working and manoeuvring conditions during harbor trial, in good working order.

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T. S. S. "MARIA PEPA" ex "PRESIDENT WILSON"

WEAR AND TEAR REPAIRS:

TURBINE GEARS, Pinion bearings of Port and Starboard Gears remetaled. Gear teeth in good condition, slight undercutting, lubricating oil system in gear casings overhauled.

PROPELLER SHAFTS - Tail shafts were drawn and examined and found in good condition, inboard and outboard bearings were renewed with lignum vitae bearings. Section welded on tip of one blade of Port propeller, leading edge of one blade faired. Starboard propeller in good condition.

Rubber seal rings fitted on both propellers. Line shafting and bearings examined.

MAIN CONDENSERS - 24 plugged tubes renewed in Starboard condenser. Discharge pipe Port condenser repaired and tested.

AUXILIARY CONDENSER - Fitted with two new tube sheets and retubed and tested.

MAIN FEED PUMPS - Overhauled and repaired, outboard feed pump, fluid end, rebored, plunger built up, new stainless steel rod and packing renewed. Valves of both pumps overhauled.

AUGMENTORS - Examined and tested.

CIRCULATING PUMPS - Overhauled, parts renewed, repaired and placed in good order.

PORT CIRCULATOR CASING renewed. New impeller installed in Starboard circulator.

Shafts of both circulators remachined and bearings, sleeves and thrust bearings renewed.

MAIN AIR PUMPS opened, examined and placed in good condition. Piston rods cleaned up, valves overhauled and crosshead and links of both air pumps overhauled. New liner fitted in water end of Port Air Pump.

AUXILIARY AIR PUMP examined and overhauled.

PUMPS - Fire, Fresh Water, bilge and ballast pumps, examined, overhauled and parts renewed.

LUBRICATING OIL PUMPS - Steam end of Starboard Pump rebored and new pistons, rings and rods installed, Port and Starboard pumps overhauled and parts renewed as found necessary.

FUEL OIL PUMPS - Overhauled and repaired and fuel oil system generally overhauled and parts renewed.

FUEL OIL HEATERS - Examined and tubes repaired.

PUMPING ARRANGEMENTS to cargo holds and tanks and machinery spaces examined, repaired and tested; internal valves of deep tanks, and settlers and peak tanks overhauled. Fire lines overhauled and repaired and tested.

CARGO REFRIGERATING - Units, system and boxes were opened, cleaned, examined, repaired, parts renewed and placed in good condition. Steel structures in way of insulation examined, drainage system from boxes overhauled, doors and appliances overhauled and gaskets renewed where necessary, compressors and steam ends, overhauled and parts renewed where required, evaporators and condensers opened, coils repaired and tested, brine system and coils repaired and tested, brine pumps opened, repaired and parts renewed.

ELECTRIC GENERATING UNITS AND SYSTEM

Steam turbines, and gears opened and overhauled and adjusted. Generators cleaned,

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T. S. S. "MARIA PEPA" ex "PRESIDENT WILSON"

WEAR AND TEAR REPAIRS: (Continued)

ELECTRIC GENERATING UNITS AND SYSTEM

field coils and armatures checked, baked, reinsulated, placed in good order. All circuits Megger tested and those not meeting rule requirements were repaired or renewed as found necessary. All outlets and fittings repaired or renewed as found necessary.

BOILERS- All boiler mountings, valves and expansion joints on main steam lines were opened, examined and minor repairs as found necessary. All boiler tubes turbed, All hand hole gaskets renewed. The following is the detailed list of work on Boilers:

No. 1 Boiler-Back header beam renewed; 7 circulating, 5 generating, 7 nipples and 1 superheater tube renewed. Front and back walls renewed.

No. 2 Boiler- Back header beam renewed; 6 generator and 1 Superheater tube renewed. All brick work except floor renewed.

NO. 3 Boiler- 3 Circulating, 2 generating, 16 nipples and 25 superheater tubes renewed. Side walls and curtain walls renewed.

NO. 4 Boiler-Back header beam renewed. Front wall, Port side wall and back wall renewed.

NO. 5 Boiler-Back header beam renewed, 9 circulating, 34 generating and 15 superheater tubes renewed. The Starboard side wall was renewed and the Port side wall and back wall were patched.

No. 6 Boiler- Back Header beam renewed. 1 circulating, 22 generating, 1 nipple and 15 superheater tubes renewed. The front and back walls were patched.

No. 7 Boiler- 1 circulating and 22 generating were renewed: both side walls and the back wall were renewed and the front wall patched.

No. 8 Boiler - Back header beam renewed. 2 circulating and 39 generating tubes renewed. The front wall renewed and Starboard and back walls patched.

TURBINES AND GEARS-

Port High pressure and port low pressure turbines opened up, rotor and bearings checked for clearances. All oil governors and rotor thrusts examined on all turbines, overhauled and placed in good working order, jacking gear overhauled. Kingsbury thrust opened up, examined and placed in order. The ahead and astern throttle valves and gear opened up, cleaned, examined, part renewed and closed in good order.

The gear cases were removed and port and Starboard gears examined, showing only normal wear.

The pinion bearings were all remetaled.

Full gear bearings found satisfactory.

Starboard high and Starboard low pressure turbines opened up, rotors lifted and examined, together with casing blading and diaphragms and now in good order.

First row first stage impulse rotor blading renewed.

Nozzle block renewed. Rotor journals ground in.

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COPY

Port of SAN FRANCISCO

Continuation of Report No. 8265

dated 3rd Oct. 1940,

on the

T. S. S. "MARIA PEPA" ex "PRESIDENT WILSON"

WEAR AND TEAR REPAIRS: (Continued)

TURBINES AND GEARS

All blading cleaned, straightened and placed in good order.

Rotor removed and dynamically balances, replaced, the gland seals and diaphragm packing overhauled, and part renewed. The relief valves and drains overhauled and repaired. Rotor bearings remetalled. The main steam line strainers cleaned and overhauled.

Couplings overhauled, checked and now in order.

Gears and casings cleaned.

Lubricating oil system in gear cases overhauled, tested and now in order.

Other minor repairs effected.



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